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**Squadron Movements and Associated Transportation
Problems: An Inner Look into the Process**

18 December 2008

by

**William J. Hollis, LCDR, USN,
Anthony S. Estep, LT, USN, and
Nicholas T. Walker, LT, USN**

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Prepared for: Naval Postgraduate School, Monterey, California 93943



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Abstract

The purpose of this MBA project is to explore the feasibility of pre-positioning common aviation support equipment onboard aircraft carriers. When called upon to conduct shipboard operations, carrier-based squadrons are currently required to transport their common support equipment between their home station and their assigned aircraft carrier via commercially contracted trucks. The determination of pre-positioning was made by conducting a cost-benefit analysis of purchasing additional support equipment versus the continuation of paying for contracted trucking. Additionally, the project investigates how the transportation funding program could be executed differently to better track funds and to reduce current, questionable and unchallengeable charges. The project shows how proper scheduling of trucks for a carrier offload can prevent detention charges and assist in extending the taxpayer dollars from being used for non-value-added activities.

Keywords: Naval Aviation Enterprise, Distribution Network, Transportation Costs, Material Pre-positioning, Inventory Management, Lean 6 Sigma, Detention Charges



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Disclaimer: The views represented in this report are those of the author and do not reflect the official policy position of the Navy, the Department of Defense, or the Federal Government.



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I. Introduction

Individual service components of the Department of Defense are always searching for more expeditious methods of moving their units into their area of operations. The movement of a unit's support equipment is frequently responsible for decreasing their overall response time to deploy. In recent years, restricted budgets and greater mission demand required the Department of Defense to look at alternatives to its current practices. At present, deploying Navy aircraft squadrons transport their own equipment with them. In contrast, deploying Marine Corps units forego moving the majority of their equipment and instead pre-position and effectively use stock depots for large equipment to support unit training and deployments.

The Department of Defense currently uses pre-positioned equipment in the form of Military Sealift Command (MSC) ships outfitted to support initial combat operations for a 30-day period. The Navy is investigating the validity of pre-positioning equipment based on the Sea Basing and Maritime Pre-positioning Force (MPF) 2010 plans. There is significant interest in Sea Basing and MPF because of the high cost of staging, loading, and transporting equipment within their respective units. While pre-positioning support equipment for deployments and combat operations is a proven practice, pre-positioning equipment for routine training exercises can also result in improved readiness at a reduced cost.

This project is an analysis of pre-positioning naval aviation squadron support equipment for both deployments and training exercises. When a squadron is required to operate away from its home base, the current practice is to transport squadron equipment via contracted trucks to the point of embarkation. For example, if an F/A-18 squadron based at Naval Air Station Lemoore, California, is scheduled to participate in air wing training exercises at Naval Air Station Fallon, Nevada, that squadron contracts a minimum of two trucks with 40-foot trailers to move their common support equipment, tools, paperwork, medical records, personal gear, and other essential items.



Transporting squadron equipment represents a significant use of time, manpower, and funds. A typical transport involves staging the gear two days prior to loading the trucks as well as approximately 40 wooden pallets, 20 large tri-wall boxes, and numerous metal containers. Upon completion of the staging phase, squadron equipment is secured using metal banding materials and loaded via forklift onto the trucks. During the two-day staging phase, the squadron typically conducts heavy flight operations to prepare for the upcoming exercise or deployment. This represents a strain on maintenance personnel because they are staging their equipment while simultaneously supporting the flight schedule. When the squadron fulfills their operational requirements, the process of moving the equipment begins again for the return journey. In addition to the costs of contracting trucks and buying palletizing materials, the Navy is often saddled with detention costs (which will be discussed later in the project).

The transportation of squadron support equipment occurs with each deployment or training exercise away from home base. It is not uncommon for a squadron to conduct a short training exercise on a ship, return to their home base for a brief period, and return again to the ship for additional operations. In such cases, the Navy will have paid to transport that squadron's support equipment three times within a one-month period. While the cost of transporting a single squadron is expensive, the cost of moving an air wing consisting of six out-of-area squadrons and the air wing staff represents an even greater expenditure, and, as a result, deserves to be evaluated. On the West Coast, the three F/A-18 squadrons transport their support equipment 330 miles each way between NAS Lemoore, CA, and NAS North Island, CA. Moreover, the EA-6B Prowler squadron, located at NAS Whidbey Island, WA, and the E-2C Hawkeye squadron, located at NAS Point Mugu, CA, have to transport their support equipment 1,295 miles and 189 miles, respectively. During an 18-month training cycle, a squadron can expect to transport its support equipment eight times to the aircraft carrier or other detachment sites.



The Navy's decision to maintain a higher level of readiness through the use of on-call or "surge" carrier battle groups has steadily increased the anticipated number of shipboard exercises that the squadrons are required to support. As a result of the post-deployment surge policy, an air wing routinely conducts additional operations aboard the carrier in order to maintain a given level of combat readiness. If a carrier battle group is called to unexpectedly deploy, the earliest its entire air wing could be aboard with its equipment is four days. Since the surge status of a carrier battle group was created to respond to unexpected worldwide emergencies, any delay could potentially have catastrophic results. The pre-positioning of squadron support equipment onboard or in the near vicinity of the carrier could significantly decrease a carrier battle group's response time.

This project is a result of the question that is often asked during the pack-up and staging periods of every squadron movement: "Why are we wasting hundreds of man-hours moving common support equipment?" The answer is invariably an un-quantified opinion. There appears to be no relevant analysis that addresses the cost and benefits of transporting squadron support equipment to and from deployment and detachment sites. This project addresses the transportation issue in a quantifiable manner.

A. Defining the Issues

The cost of contracting trucks to move squadron support equipment has risen because of the increase in truck usage and contracted service prices. Additional surge-mandated carrier operations and rising fuel prices over the last three years have increased the cost of transporting squadron support equipment. This number does not take into account the associated cost of materials needed to pack the items or the cost of manpower associated with moving the gear. This number also ignores detention costs, which are charged when contracted trucks are at their specified location but are not being utilized. In 2007, the Navy spent approximately \$1.46 million transporting West Coast air wings to and from



deployment and detachment locations. In addition to palletizing materials and squadron man-hours, the Navy incurred costs associated with contracted crane and forklift operators used during the on-load and off-load of equipments to and from aircraft carriers. During 2007, the labor costs for these individuals were approximately \$8,300 per on-load/off-load evolution, of which 30 percent (\$2,500) were overtime charges (Brown, 2008, February 28; Flores, 2008, September 26).

Detention costs have not typically been considered an issue of concern to the Navy. An observation of detention cost trends from FY 2006 to FY 2008 indicates that inefficient practices and poor planning significantly contribute to these costs. For example, an air wing off-loading from a carrier will typically schedule trucks to be on the pier several hours prior to the carrier mooring. Air wing staffs are generally not knowledgeable of transportation or detention costs because those charges are reconciled at base transportation offices. According to NAS North Island Transportation Office personnel, contracted trucks routinely sit idle for as many as five hours during an off-load evolution (Watson, 2008, September 26).

Another critical item of interest in the area of transportation costs is the apparent inconsistency in accurate record keeping. Based on conversations with Command Naval Air Force, US Pacific Fleet (CNAP) personnel, unreliable record-keeping practices frequently result in the inaccurate reconciliation of transportation charges (Flores, 2008, September 26). Discussions with comptroller supervisors indicate that erroneous charges are the norm. Because of poor record keeping, those charges cannot be contested. During the process of collecting transportation cost information from their applicable departments, accurate information was admittedly not attainable due to current record keeping practices (Bishop, 2008, August 12).



B. Overview

This project investigates possible solutions to the above problems, allowing for a more cost-effective method of gear transition that induces cost savings in all aspects of the material transportation. The purpose of this project is to analyze the effectiveness of pre-positioning material and its effect on unit efficiency. The analysis of cost inhibitors indicate the need for a more efficient and accurate system of tracking and scheduling equipment transportation. It is believed that pre-positioning squadron support equipment will reduce the purchase of excess materials, decrease the number of bottlenecks in the transportation process, and eliminate unnecessary detention charges.

Chapter II illustrates the impact of the implementation of Lean Six Sigma and better supply chain management skills. Efficient material handling procedures have been demonstrated to increase process flow, reduce wear on equipment, and increase worker productivity.

Chapter III breaks down and analyzes transportation costs, discusses the cost of squadron support equipment, and a cost-benefit analysis of pre-positioning. Using real world cost of transportation and equipment, the return of investment for purchasing necessary equipment for pre-positioning is also analyzed.

Chapter IV discusses improved policies to better track shipping costs regardless of material movement methods. Information revealed during the research portion of this project indicates that record-keeping practices are subpar. Recommendations for improvements in this area should enable Commander Naval Air Pacific (CNAP) transportation personnel to increase their accuracy in retaining records and sharing data, which will aid in the reconciliation of charges.

Chapter V utilizes simulation to determine ways in which detention charges can be potentially avoided. The simulation models normal on-load and off-load situations for this project.



Chapter VI summarizes the study and offers a final recommendation to implement pre-positioning. It provides thresholds for recommended implementation and initial staging of gear, if applicable. Future projects that could lead to additional savings and increased efficiency will also be discussed.



II. Project Background

The first logistics researchers to explore defense systems were Carl von Clausewitz and Henri Antoine Jomini. Their theories have become the basis for modern-day defense logistics systems utilized throughout the world (Prebilic, 2006, p. 159). Today's combat forces are able to effectively function because defense logistics systems enable the accurate forecasting, acquisition, positioning, and distribution of vital supplies (food, weapons, ammo, etc.). Since the effectiveness of any military force depends on logistical support, it is imperative that current practices continually be evaluated and refined in order to maintain the highest possible levels of combat readiness.

This section will discuss current practices of supply chain management within the Department of Defense. Of particular interest is the practice of pre-positioning vital supplies and equipment and the application of Lean Six Sigma (LSS). Pre-positioning and LSS have the potential to contribute to the ability of US forces to maintain the balance of power in their favor. Through detailed research and analysis of these areas, the DoD will be able to better understand the process and the improvements associated with its implementation. Additionally, this will allow DoD components to create an informed matrix for determining the effectiveness of the implementation in the areas of cost, readiness, quality of gear, and quality of life. These areas are the building blocks in determining how they can more efficiently position material in order to reduce transportation costs while increasing readiness.

A. Supply Chain Management

In the ever-changing environment of supply chain management, there has been a large emphasis on military utilization of this new process. In 1982, Keith Oliver coined the phrase *supply chain management* (SCM) while working as a management consultant with Booz Allen Hamilton (Russell, 2007, p. 58). Since



that time, the world has applied his concept in a wide variety of fields. One definition of supply chain management is:

Logistics and **supply chain management** refer to the art of managing the flow of materials and products from source to user. The logistics system includes the total flow of materials, from the acquisition of raw materials to delivery of finished products to the ultimate users (as well as the related counter-flows of information that both control and record material movement). As such, it includes the activities of sourcing and purchasing; conversion (manufacturing) included capacity planning, technology solution, operations management, production scheduling, and materials planning (MRP II); distribution planning and management industry warehouse operations; inventory management and inbound and outbound transportation; and the linkage with the customer service sales, promotion, and marketing activities. (Copacino, 1997, p. 204)

Companies are always looking for new ways to reduce their costs, lead times, and the uncertainties of operations. Methods used to complete the above items are postponement, Enterprise Resource Planning (ERP), information technology (such as Radio Frequency Identification [RFID] technology), just-in-time, and a multitude of other methods. The acceptance of SCM principles has been slow in coming, however, due to resistance to change within the private and public corporations. In their article on the maturation of SCM, Laseter and Oliver argue that business schools are reluctant to endorse SCM because of a lack of understanding of its three main principles:

1. Set supply chain policies strategically,
2. Analyze trade-offs holistically, and
3. Employ cross-functional support systems (2003, p. 12).

Ineffective SCM practices account for the failures of many companies and can be attributed to failure to internalize these principles, which casts further doubt on the effectiveness of SCM principles and their proponents. However, Wal-Mart, Dell Computers and Barilla have shown how superior use of supply chain management principles can make a company an industry leader.



Although the DoD is not a profit-based organization, it is constantly seeking ways to improve performance and reduce costs. Because of budgetary constraints, the DoD is expected to maintain a high level of readiness and broaden its capabilities while reducing the amount of tax dollars spent. One particular supply chain management principle that DoD components are taking an interest in is pre-positioning equipment and supplies. The Department of the Navy currently pre-positions Marine Corp assets needed to support wartime operations for the first thirty days through the utilization of forward-deployed Military Sealift Command (MSC) ships. In recent years, the Marines Corps and the Army have adopted similar approaches. The goal of pre-positioning is to increase the availability of equipment in the geographic locations where it is most likely to be used. DoD logistics organizations are conducting research and analysis on the best use of pre-positioning as part of inventory management. Among these research projects, improving the positioning and use of forward-deployed MSC ships is a primary concern. This endeavor is called Maritime Pre-position Force (MPF), and it aims to determine optimal performance by 2010. As this theory gains more attention, the current lack of academic writings on this topic has become increasingly apparent. The only reports available discussing the practice of pre-positioning equipment are the Government Accountability Office (GAO) documents questioning the effectiveness of the Army's use of propositioned supplies and equipment. Requests for additional studies and improved documentation were one of the issues raised by the GAO in September 2005.

B. Lean Six Sigma

Lean Six Sigma (LSS) is another method the DoD is investigating to reduce transportation costs with respect to aircraft carrier-based naval aviation squadrons. In conjunction with pre-positioning, the implementation of LSS can also improve a squadron's efficient use of allotted materials, which could contribute to the overall readiness of aircraft carriers. Pre-positioning is expected to be a byproduct in the implementation of Lean Six Sigma. When properly



implemented, the Lean Six Sigma process focuses on relentless, sustained improvement through the incorporation of metrics, analysis and progress through projects. The lean portion emphasizes improving speed in a process while six sigma increases the quality (Carreira & Trudell, 2006, p. 3). Six Sigma is accomplished through a process called DMAIC, an acronym for:

- **Define**—Reach an agreement on the project’s scope, goals, and financial and performance targets;
- **Measure**—Understand the current state of the process while collecting accurate data on the speed, quality and costs of the process in order to expose the underlying problems;
- **Analyze**—Pinpoint and verify the causes affecting the process through the key input and output variables linked to the project goals;
- **Improve**—Learn from the small-scale tests and implement full scale [production]; and
- **Control**—Complete project work and hand off the improved process to the owners along with a matrix for upkeep to the increased gains. (George, 2005, p. 282)

A project that follows DMAIC can be started and sustained or discontinued based on the outcomes. By implementing both Lean and Six Sigma together, a process results in cheaper, faster and improved productivity. A corporate example of the effective implementation of LSS is Toyota, who has been using LSS for decades. Domestic companies who have also successfully implemented LSS are Allied Signal in the mid-1990s and Maytag in 1998 (DeCarlo & Breakthrough Management Group, 2007, p. 378). Due to Lean and Six Sigma’s success in the corporate arena, the Naval Aviation Enterprise (NAE) has adopted this theory into their arsenal of tools to assist the naval aviation community in improving readiness while lowering costs.

C. Military Evolution

The successful LSS implementation into the Engine Repair Work Center at the Aircraft Intermediate Maintenance Department (AIMD) at NAS Lemoore,



California, is an excellent example of LSS's potential contributions to DoD enterprises. Because of the implementation and strong organizational buy-in, average engine repair time per engine fell from 83 days to 14 days (Appendix A). When implementation occurs in conjunction with organizational buy-in, LSS results in improved employee morale because of the boost in productivity and the ability to actively contribute to the LSS program. In many instances, LSS reduced the unnecessary physical movement required of an employee in order to accomplish a task, which not only improved productivity but also decreased fatigue. An example of LSS reducing employee movement is the Crane Army Ammunition Activity, where items to be inspected are brought to inspectors rather than the inspectors moving to the items. One of the team members involved in the case noted, "the true benefit of the LSS event is not only in a dollar amount, but in the better ergonomics and improved work environment for those on the line" (Peske, 2008, p 9).

Similar outcomes are expected through the implementation of the results of this project. Reduced movement of squadron support equipment should save the Navy time and money by reducing trucking and labor costs, wear and tear on the support equipment, and time military personnel spend on-loading/offloading their equipment. During on-load/offload evolutions, ship and squadron personnel must remain aboard until all the trucks are loaded/unloaded. By having the support equipment closer to the ship, its movement can be more efficiently orchestrated around the ship's work schedule, expediting the process. This should also prevent unnecessary "on the clock" truck delays or work stoppages.

The benefits of maintaining squadron support equipment in close proximity to the ship will also extend to the crane operators, which should reduce the time allocated to craning the support equipment between the dock and the hangar bay. This directly translates into reduced or eliminated overtime hours. The result will be faster operations because of the establishment and standardization of an efficient load plan, which does not currently exist. At present, on-load and offload planning only consists of scheduling trucks, crane operators, and military



personnel to be at the same place, at the same time. Beyond that, it's first-come, first-serve. This should result in improved job performance and reduced stress levels of involved personnel. The pre-positioning of squadron support equipment as an aspect of an LSS strategy should prove beneficial to all parties involved.

The potential benefits associated with the effective use of both supply chain management principles and Lean Six Sigma warrant further research. This project focuses on the pre-positioning of squadron support equipment while using LSS as a measurement tool. What we expect to achieve and how we plan to reach the objective is covered in the following sections.

D. Pre-positioning in the Military

As previously mentioned, pre-positioning is not a new concept in the DoD arena. It is the Military Sealift Command's purpose to maintain pre-positioned supply ships forward-based in strategic locations. This provides an initial supply stock that can quickly and efficiently be utilized while more solidified lines of supply are being established. Because of its success, the Department of the Navy continues to investigate more ways to use pre-positioning as part of an overarching supply chain management policy. Current pre-positioning projects include Sea Basing and Maritime Pre-positioning Force (MPF) initiatives. The Department of the Army is also investigating ways in which it can use pre-positioning to its advantage to more quickly move to the fight.

The two primary concerns in pre-positioning plans are the integrity of equipment storage conditions and the performance of preventative maintenance. According to a GAO report on the lessons learned during Operation Iraqi Freedom, the personnel who used and managed the pre-positioned equipment stated that the quality was good and that the equipment stayed operational throughout the fight (2004, p. 1). In general, equipment pre-positioned aboard MSC ships is more robust than the squadron support equipment discussed in this project. This pre-positioned MSC equipment generally falls into the category of field-grade equipment such as tanks, trucks, and artillery pieces. The squadron



support equipment mainly consists of handheld tools and portable electronic testing devices. Many items utilized by squadron maintenance personnel require periodic calibration. A notable difference between pre-positioned MSC and squadron support equipment is the level of usage. MSC equipment generally sits dormant for years whereas squadron support equipment would be routinely used during scheduled carrier battle group deployments and exercises. Squadron equipment would require regular maintenance and calibration, which would decrease the chance of them falling into a dilapidated state. While there will be significant costs associated with acquiring additional sets of support equipment for pre-positioning, there should be a long-term savings based on the level of usage each set of equipment sees. Since each set will not be continually utilized, equipment replacement due to normal wear and damage or loss during transport should decrease. Another item of note is that most handheld tools are categorized as consumable items, where repair is not cost effective or even possible.

E. Increase Speed and Efficiency

In the current structure of the Navy, a carrier battle group with its air wing complement is expected to be able to deploy within 96 hours of notification. Each squadron is responsible for ensuring that they can meet this requirement. It is a daunting task to assemble approximately 300 personnel and all their personal gear, ready all aircraft for departure to the carrier, acquire the necessary tri-wall containers and pallets required for transporting squadron equipment, and move everything to the ship. Squadrons are also responsible for transporting their personnel to the carrier, setting up equipment in their respective work center spaces, and preparing for flight operations. The staging, loading, transportation, unloading, and craning of equipment onto the aircraft carrier takes a significant amount of time that could be eliminated by having the majority of the support equipment pre-positioned about the ship. The time saved could be better used to prepare aircraft for upcoming flight operations and to transport personnel to the carrier. By utilizing separate sets of tools ashore and



aboard the ship, detachment personnel have access to a full complement of equipment to repair aircraft during the Carrier Qualification and Flight Deck Certification period required before deployment. The pre-positioning of squadron support equipment should contribute to an increased level of readiness by reducing the time needed to embark a fully operational squadron.

To summarize, the pre-positioning of squadron support equipment should reduce the time and costs associated with conducting shipboard operations. There should be a significant reduction in trucking and labor costs as well as the time military personnel spend staging, loading, and unloading equipment. The lifespan of squadron equipment may increase due to reduced usage, which translates into further cost savings. In conjunction with cost reduction, pre-positioning allows squadrons and their carrier to have a higher level of responsiveness when deploying.



III. Shipping Cost for Determining Pre-positioning

For West Coast-based Carrier Air Wings (CVW), the largest volume of squadron support equipment is transported between NAS North Island, CA, and NAS Lemoore, CA. Of the seven fixed-wing squadrons in a wing, four are F/A-18 Hornet/Super Hornet squadrons, which are based at NAS Lemoore. We chose to apply our analysis to the NAS Lemoore-based squadrons for two reasons. First, as stated above, they represent the majority of an air wing's transportation workload in terms of cost and volume. Figure 1 is an average transportation cost illustration for Fiscal Years 2005 to 2008. During this period, NAS Lemoore-based squadrons represented 40 percent of the total transportation costs. East Coast-based squadrons assigned to West Coast air wings amounted to 28 percent of the total cost. Basing East Coast squadrons in West Coast air wings is becoming less common and is usually a result of the assigned West Coast squadron being unavailable. The use of East Coast squadrons on the West Coast is a holdover from the F-14 Tomcat community structure. All Tomcat squadrons were based in Virginia, but half of those squadrons were attached to air wings on the West Coast. Former Tomcat squadrons have transitioned into Super Hornets, but those attached to West Coast air wings still remain based in Virginia for a variety of reasons. There are also a number of NAS Lemoore-based squadrons that are unavailable for duty because they are transitioning from "legacy" Hornets (F/A-18 A, B, C, D models) to Super Hornets (F/A-18 E-F models). Squadrons transitioning to a new aircraft type are not available for deployment for approximately one year. The NAS Whidbey Island-based Prowler squadrons represent 23 percent of the transportation costs. They fall into a similar category as the Tomcat squadrons, whereas they serve both East and West Coast air wings and are expected to transition to the Super Hornet-based EF-18G within the next four years (GAO, 2007, p. 65).



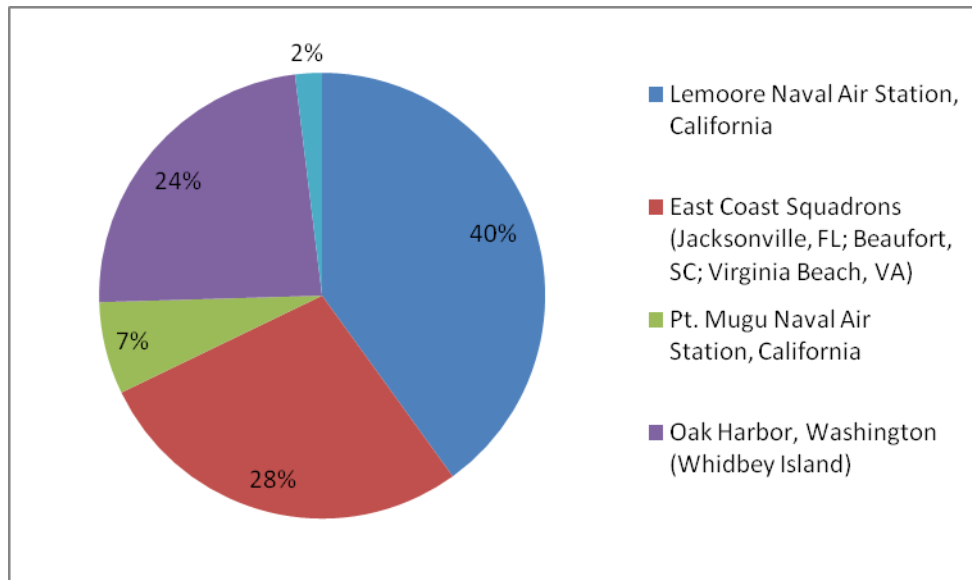


Figure 1. Percentage of Average Transportation Costs for West Coast Carriers during FY05-FY08.

The second reason for basing this project on NAS Lemoore squadrons is that within four years, five of the seven fixed-wing air wing squadrons will be operating F/A-18E/F/G Super Hornet aircraft, which translates into standardized support equipment. As such, the largest cost savings by pre-positioning squadron support equipment onboard aircraft carriers would be realized by NAS Lemoore-based squadrons. An extrapolation of this analysis can be used to estimate potential cost savings of East Coast-based air wings and squadrons. Additionally, the procedural and formulaic foundation of this analysis could be used to assess the effectiveness of other transportation functions at NAS Lemoore.

This chapter assesses the costs of implementing the squadron support equipment pre-positioning proposal versus its potential benefits. It is necessary to discuss elements of the analysis, including the applicable formulas, transportation data, support equipment costs, and return on investment of the proposal. The primary focuses of an analysis of pre-positioning support equipment are in the following areas:



- Changes in the number of contracted trucks necessary to transport squadron materials between their home base at NAS Lemoore and assigned aircraft carrier at NAS North Island,
- Time required to embark a squadron onboard its aircraft carrier, and
- Potential cost savings.

A. Formulas

Three formulas were used in the process of conducting the analysis. The first formula establishes a baseline for the transportation costs in 2008 dollars. This was necessary in order to determine the average transportation expenditures from Fiscal Year 2005 to Fiscal Year 2008. The second formula was used to determine an average value over a given time span. This was necessary in order to determine the break-even point for the purchasing and pre-positioning of a second set of support equipment versus transporting squadron support equipment between its home base and its respective aircraft carrier. A comparison of the cost of support equipment to the cost of contract trucking in 2008 dollars allows for the determination of the timeframe in which purchasing and pre-positioning support equipment becomes the better option. The details of the formulas are noted in this section.

The first formula determined the average cost of transportation between NAS Lemoore and NAS North Island over a period of three years. This requires that all cost data be converted to constant dollars. Because this project has current relevance, past cost data was converted to FY 2008 dollars. The formula for the conversion is:

$$\frac{\text{Base Year 2 Index}}{\text{Base Year 1 Index}} * \text{Base Year 1 Dollars} = \text{Base Year 2 Dollars}$$

Formula 1: Base Year Dollar Conversion



Converting cost data from previous years to FY 2008 dollars allowed for an annual transportation cost baseline. The adjusted transportation costs were then averaged to determine cost changes. Tables 1 through 33 show raw cost data, and Table 34 contains converted cost data.

The second formula was used to determine the return on investment (ROI) threshold for a predetermined timeframe. The equation for the ROI threshold is:

$$\frac{\text{Cost}}{\text{Expected ROI}} = \text{Threshold}$$

Formula 2: Return on Investment Threshold

The net present value (NPV) formula is used to account for inflation over the predetermined time span in order to get an accurate ROI threshold. The government standard inflation rate of 3.5 percent was used in this case. The equation used for inflation rate adjustment is:

$$\text{Each Years Threshold} * (1 + \text{Discount Factor})^{\text{Year}} = \text{Adjusted Year Threshold}$$

Formula 3: Inflation Rate Adjustment

By finding each year's ROI, which would be required to meet a certain total ROI, we were able to find the threshold through the average of all the years. Chapter V discusses how the two formulas were utilized in the determination of solutions and recommendations.

B. Transportation

The first task in this project was to determine how much the Navy was spending on transporting squadron support equipment between its home stations and its assigned aircraft carrier. The NAS North Island Transportation Office in San Diego provided cost data for off-load evolutions in which squadron equipment was transported from NAS North Island to the squadron's respective



home station. Despite a lengthy search, we were not able to find accurate information pertaining to on-load costs because record-keeping practices varied between squadron home stations. Because of this, we assumed that transportation costs from NAS North Island to squadron home stations would be approximately equal to transportation costs from squadron home stations to NAS North Island. The assumption was based on squadrons utilizing the same number of trucks traveling that same distance for each half of the on-load/off-load evolution. After adjusting costs for inflation, the average yearly expenditure for transportation was approximately \$732,000.

One unexpected cost discovered during the data collection phase of the project was the existence of detention charges, which added 4.6 percent to the cost of transportation during the observed period. The cost of materials and labor associated with on-load/off-load evolutions was not included in the project for two reasons. First, most personnel involved in the movement of squadron support equipment are active duty military. Since on-load/off-load evolutions have no bearing on shipboard/squadron manning levels and since military pay is salary-based, no extra expenses are incurred by utilizing military personnel. Second, a minimal number of contracted civilian personnel, primarily crane operators, are involved in the evolution, which is insignificant compared to the cost of transportation. The average labor cost for an on-load or off-load is approximately \$8,300 (Brown, 2008, February 28). The cost of materials used in the movement of squadron support equipment was also not included because of the minimal cost of materials, the re-use of the materials, and the difficulty in determining their actual cost. Tri-wall containers and wooden pallets will be reused until they are unserviceable, which may be several years. Throughout FY05 to FY08, there was an average of 16 movements and an average cost of \$42,000, or 6 percent of the cost associated with transportation. This shows that even if we looked exclusively at transportation costs, it would not lead to a significant change in our results.



C. Individual Material Readiness List

The squadron support equipment used to determine how to increase efficiency and potentially reduce cost was based on an Individual Material Readiness List (IMRL). This list consists of specialized equipment that is needed for certain type, model, and series (TMS) aircraft operated by the squadron. Based on the number of aircraft assigned to a squadron, set quantities of each IMRL line item are assigned to that squadron. Most Hornet squadrons are outfitted with 12 aircraft, meaning squadrons are outfitted with the same quantities of IMRL gear unless the squadron has requested an augmentation either to carry more or less of an item. For an F/A-18E Super Hornet squadron comprised of 12 aircraft outfitted with a full complement of IMRL gear, the cost equates to about \$2.85 million (Table 35).

In many cases, any difference in squadron in-use gear composition is based on operable condition of IMRL equipment. Other discrepancies in a squadron's quantity of IMRL gear include loss or pilferage and no replacement being available. However, differences in issued IMRL gear would not result in required number of trucks needed to transport a squadron's equipment. Since a squadron's IMRL equipment is standardized, the cost for additional sets remains constant. One item unable to be found is the inventory of IMRL equipment in the Navy's supply system. For this reason, the return on investment analysis was based on purchasing five complete sets of equipment to support Super Hornet squadrons in one air wing.

D. Return on Investment

ROI was used to determine the payback period for the additional five sets of equipment necessary to implement the pre-positioning plan. The cost data used to determine ROI assumed that Naval Air Systems Command (NAVAIR) didn't have the additional inventory necessary to outfit ships with the gear each squadron would require. The most that could be spent before the return on



investment falls outside the window of recovery in the 20-year aircraft life would be equivalent to five complete Super Hornet gear sets. However, it was determined that in each scenario the cost improvement from one year to the next diminished. In other words, even if the time to payback were extended, the difference in return gets smaller and smaller for each additional year. Figure 2 diagrams this information, showing how around year 10, each additional year does not significantly reduce the threshold.

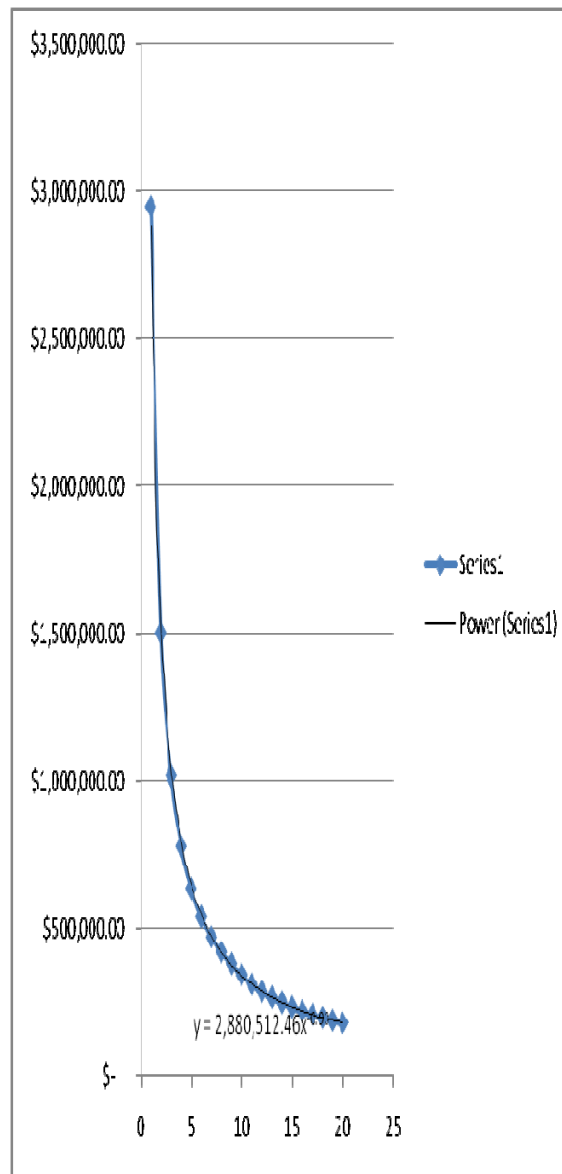


Figure 2. Chart of Return on Investment Thresholds to Purchase 1 Complete Super Hornet IMRL Outfit



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IV. Problems in Transportation Funding

In trying to determine an effective implementation plan for the pre-positioning of support equipment and its associated cost savings, it was evident that there was a deficiency of concrete data on the issue. The lack of quantifiable data made proceeding with this project more difficult than expected. The most difficult topic on which to gather accurate data was transportation. As mentioned in the first chapter, a budget specialist from Command Naval Air Forces, US Pacific Fleet (CNAP) indicated that funds allotted for transportation cannot be reconciled (Flores, personal communication, September 26, 2008). Unauthorized access to and use of transportation account codes allow outside commands to bill their transportation services to CNAP. There have been internal attempts to institute procedural changes to correct inaccurate record keeping of cost data. Changes in the structure of the program led to the revelation that outside services were utilizing unauthorized Transportation Account Codes (TAC) for their own Transportation of Things (TOT). For this reason, it is necessary to discuss ways in which the process can be further improved, thereby making it easier to detect fraudulent charges as well as allowing for accurate transportation cost data. Appendix B demonstrates the current process in which the information is supposed to flow.

A. Transportation Accounting Codes/Line of Accounting

Methods of funding transportation work differently than many of the other “colors of money” in the system. One of the differences is that superfluous funds are maintained in case of an emergency request. Transportation policy is intended to ensure that funds are available to meet unanticipated requirements. For example, an international situation requiring the deployment of the surge carrier battle group would necessitate the use of transportation funds to on-load equipment and supplies. For routine deployments and training exercises, transportation funding is budgeted in advance. The controlling authority (CNAP,



in this project) bases anticipated expenditures on historical data, expected operating hours, or similar type metrics. Traditionally, the funding authorization is transmitted via naval message to inform units of their budgets. In the case of transportation money, it is allocated to a TAC out of CNAP's OFC-23 funding. CNAP is currently responsible for five TACs—a reduction from 15 for each of the type wings. These codes represent Ships (aircraft carriers fall under CNAP jurisdiction), Fleet Readiness Centers (FRCs), Cost of War, COMFAIRWESTPAC, and Miscellaneous (squadrons, air wings, etc.) (Flores, 2008, September 26). The TAC then translates into a line of accounting (LOA) based on the next higher LOA that becomes available at the beginning of the fiscal year. The LOA is similar to a bank account that is linked directly to one or more TACs. This LOA has appropriated funds, out of a given account, to cover any expense that is projected at a future date.

As seen in Appendix B, the transportation charges are uploaded into a commercial business-to-business freight payment system called PowerTrack. When the data has been entered, it is pushed into the Defense Financial and Accounting Service (DFAS) accounting system called STARS-FL. This system tracks all expenses made by the TAC's associated LOA and deducts the charges from the budget.

B. Retention of Records, Reconciliation and Auditing

In pursuit of accurate transportation cost data, one of the primary difficulties was the lack of record maintenance. While estimated cost of transportation for a given fiscal year was obtainable, a detailed breakdown of historical and current FY data was not available. This included data from the current fiscal year. Based on conversations with CNAP personnel, it was evident that they were not able to track their charges because of the lack of ability to recall current accounting information (A. Flores, personal communication, September 26, 2008). The reconciliation process for transportation charges is conducted at the CNAP level. Although charges associated with an account can



be scrutinized, it is rarely done. This could lead to erroneous charges that should never have been incurred by either CNAP or the Navy appearing as legitimate charges. For this reason, an auditing process should be established that ensures proper usage of TAC and prevents abuse of the system. This is especially important since a TAC code can be used for any transportation needs anywhere in the world. Currently, TOT funding does not have an auditing process in place. This means that there is no accountability to ensure proper use of the TAC codes.

C. Program Manager and Training

Another surprising aspect of current practices in managing transportation funding is that there is not effective supervision of the program. The current structure leads to a situation in which a group of people within the CNAP structure manage the budget while also having multiple other tasks to accomplish on top of transportation of things. Since no one person is accountable for the program, it is not possible to make immediate changes or study how to better run the program. In addition to the lack of an active program manager, formal training on administering the transportation funding program is non-existent. Although the Navy tends to favor on-the-job training, formal training should be a priority. A written instruction detailing the TOT program exists, but the document is rarely utilized (A. Flores, personal communication, September 26, 2008). This program would greatly benefit from effective oversight and the implementation of measures to improve accurate accounting, which should lead to significant cost savings.



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V. Truck Scheduling for Reduced Detention Charges

In addition to the process of tracking transportation costs, it became evident that there are other areas that routinely incur non-value-added costs. An analysis of transportation data in Tables 1-34 illustrates that the detention charges have been increasing in recent years. In some cases, detention charges were greater than the actual cost of transportation. As a result, it is necessary to construct a process that could lead to the better contracting of trucks, in order to reduce or eliminate detention charges.

A. Detention & Scheduling Trucks

As was mentioned in Chapter 3, one area that has increased the cost of transportation is detention charges. Although it is only an average of 6 percent of the total trucking costs, it is a non-value-added cost that could easily be eliminated through proper scheduling of trucks.

In keeping with the military's "hurry up and wait" mentality, requests for trucks often stipulate that those trucks be on the pier long before the aircraft carrier actually moors. In many instances, trucks often sit on the pier three to four hours before the carrier is ready to start the offload (Watson, 2008, September 26). This implies that, on average, there are 17 NAS Lemoore-bound trucks sitting on the pier not being utilized. The average "free loading" time is three hours before the trucking companies start assessing detention charges for not being on the road or for losing out on other potential opportunities because the current order is still unprocessed (Watson, 2008, September 26). Although these trucks are already contracted as exclusive use¹ and will be retained by the

¹ Exclusive use implies that after an empty truck is loaded with the material, they are sealed by a serialized, tamper proof lock so no other items can be put onboard until the truck has delivered the materials to its contracted destination and unloaded fully.



Navy until delivery has occurred, the trucking companies still add detention charges to the Navy's bill.

B. Simulation

An Arena-based simulation was utilized to propose a better method of scheduling trucks. Using historical data, the simulation allows for the possibility of detention cost avoidance. A typical evolution to on-load or off-loads trucks ranged from 30-40 minutes, depending on the efficiency of the crew involved. Scenarios 1 and 2 represent the current practices and recommended changes, respectively.

Scenario 1 is based on the practices in which air wings are currently conducting business. This is outlined above. Figure 3 shows a screen shot of the simulation as things are occurring. The key purpose of this shot is to demonstrate that before there have been any off-loaded pallets, there are already trucks sitting in the detention queue (represented by the red ball).

Scenario 2 is based on the recommended changes made to the process. Figure 4 shows the screen shot of how the detention queue has no entities waiting (no red ball). The truck being on-loaded is represented by a green ball (a non-detained truck). The trucks in this scenario have been scheduled to fit into the window of free loading time based on company policy.



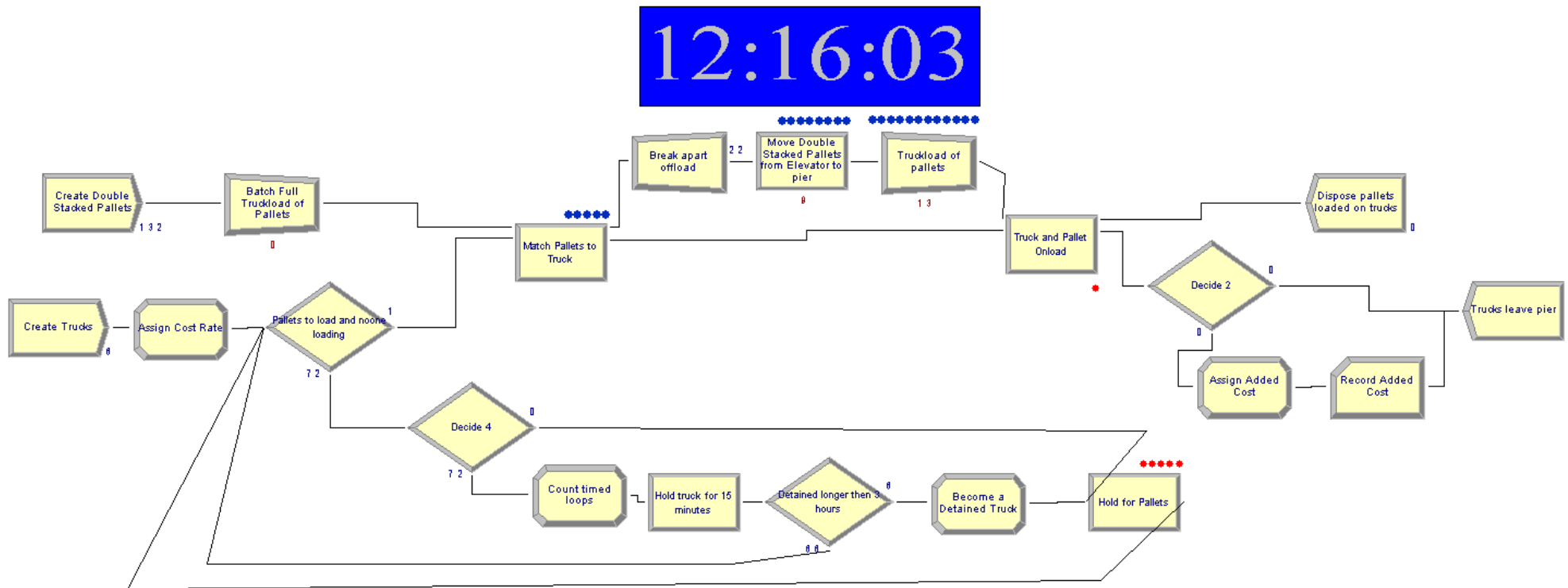


Figure 3. Current Approach to Conducting Business, Scenario 1



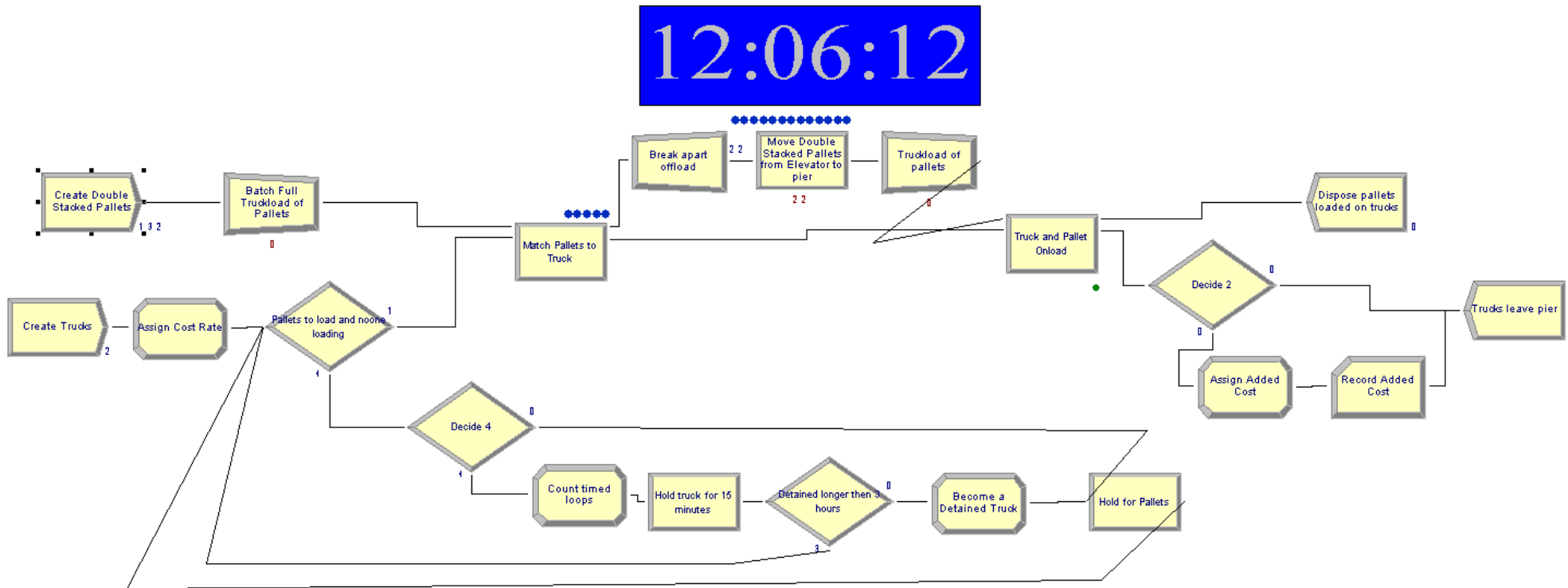


Figure 4. Proposed Approach to Conducting Business, Scenario 2



VI.

Conclusion

The conclusions of this project are based on an analysis of available data at the time of writing. In the case of transporting squadron support equipment between their home bases and assigned aircraft carriers, the practice and procedures have changed little in for several decades. Based on the longevity of these practices, issues discussed in this project should remain relevant until there are significant changes in the way the Navy transports its equipment and the funding that pays for it.

A. Pre-positioning

From information gathered, it is evident that current business practices are not the most efficient. However, given the high cost of aviation support equipment as compared to transportation costs, it is the most cost effective. In order to purchase the minimum required materials to conduct pre-positioning, the cost would far exceed the ROI during the lifecycle of the program after a purchase of more than five sets of Super Hornet gear. Because common tools and equipment make up a significant portion of a squadron's allotment of IMRL, shared usage between squadrons could dramatically reduce the amount of equipment kept on hand. As military aircraft get more advanced, the nature of support equipment will follow suit, which translates into higher cost of equipment. The cost of support equipment will continue to rise faster than the cost of transportation. It is apparent that the cost effectiveness of transporting squadron support equipment will outweigh that of pre-positioning. Even with the dramatic rise in fuel prices in FY 2007 and 2008, the cost of transportation remained relatively constant. While the use of large-scale propositioned equipment through the use of Military Sealift Command ships has proven its value, it is not currently a viable option for squadron support equipment.



B. Transportation Funding Allotment Process

The problems with the funding and accounting process discovered during the research portion of this project clearly indicate that significant procedural changes should be implemented to make better use of available funds. The Navy currently utilizes financial accounting programs that would be suited to the transportation funding program. Funding distributed through and accounted by the Navy Purchase Card Program is similar to that of the transportation funding program. The purchase card program would serve as an excellent model for incorporating procedural changes in transportation fund management. As dictated in the purchase card program, required training, set guidelines, and a responsible program manager are essential to implementing effective changes.

In conjunction with the above-listed measures, there needs to be more than five TAC codes. The number should be increased in order to better identify the nature of the charges. Ideally, unit-level TAC codes would generate the highest level of transparency in the system. This would deter commands from making unauthorized or fraudulent charges and encourage this use of their appropriate funding hierarchy. Just as with the purchase card program, reconciliation reports would be based on unit-level TAC codes. If there were any charges which they did not make, then it must be reported for investigation as to why that charge was made. This would create an effective reconciliation process as well as an internal audit for the program's funding. Also in line with the purchase card program, an online database which would be updated daily would allow funding managers to better track charges, identify discrepancies, and oversee trends in usage. Alternatively, geographic-based fund management (e.g., NAS North Island Transportation) would be conducted for particular TAC codes based on the nature of their usage (e.g., a manager who monitors only squadron TAC on a Navy-wide level). Finally, as part of the supply audit, the internal and external inspectors would be required to inspect random charges from different TAC codes.



C. Truck Scheduling Process and Detention Charges

Scheduling trucks can be done much more efficiently to prevent the Navy from incurring detention charges for squadron moves. The key is squadron and carrier air wings involvement on both the scheduling of trucks and reconciliation of charges. It is necessary that they understand that just-in-time scheduling will not affect truck availability and the charges for their transportation. An additional benefit of staggering truck access to the pier is increased security. This benefit not only includes the security against intentional acts but should also increase overall safety on the pier because of the decrease in crowding and additional room from trucks to maneuver. Coordinating truck availability would also allow for a more efficient off-load because materials could be staged to expedite the process.

D. Further Research

While this project was conducted to address the potential benefits of pre-positioning squadron support equipment, there are several issues that deserve further study. These are the transportation funding process and the staggered or just-in-time truck scheduling system. It is recommended that these issues be fielded both within the affected community and to knowledgeable outside advisors. A Navy purchase card subject matter expert should look into the transportation funding process to determine if the systems are compatible. Small-scale trails of an improved scheduling system should be conducted to determine the validity of the concept.

With regard to pre-positioning, the concept has proven itself with the MSC ships. Although it is not a cost-effective measure for squadron support equipment, there are probably other areas in the DoD that could benefit from the practice. In certain cases such as strategic initiatives, cost effectiveness may not be the guiding principle. Cost-benefit analysis for pre-positioning stores should not be constrained by current practices. Future technologies and changing world



alliances may allow for the pre-positioning and upkeep of a greater variety of supplies and equipment.



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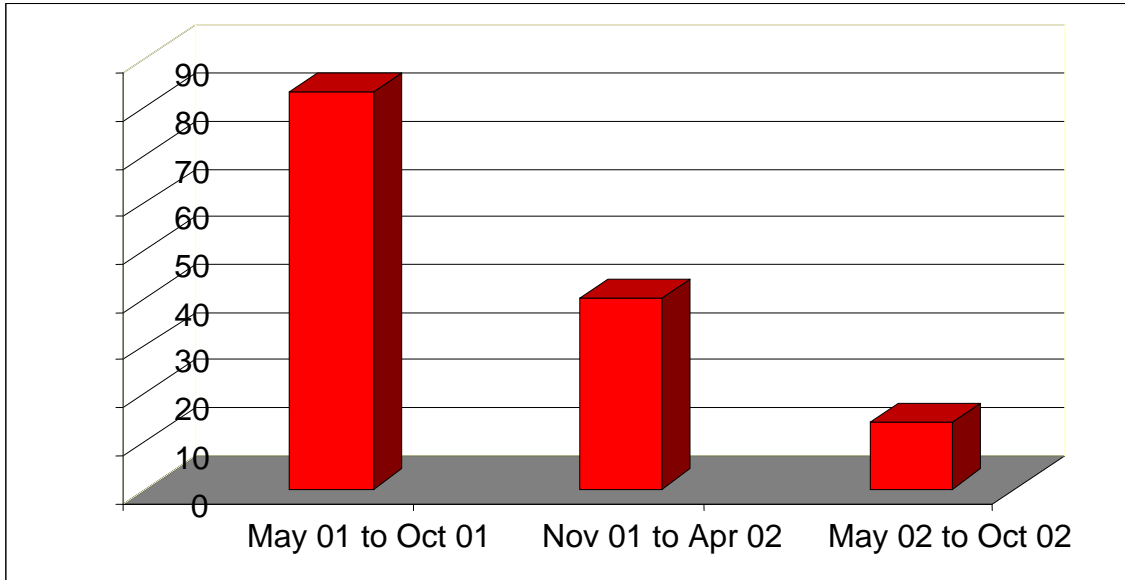
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Appendix A: Reduced Engine Turnaround Time



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Appendix B: Chain Flow of TAC

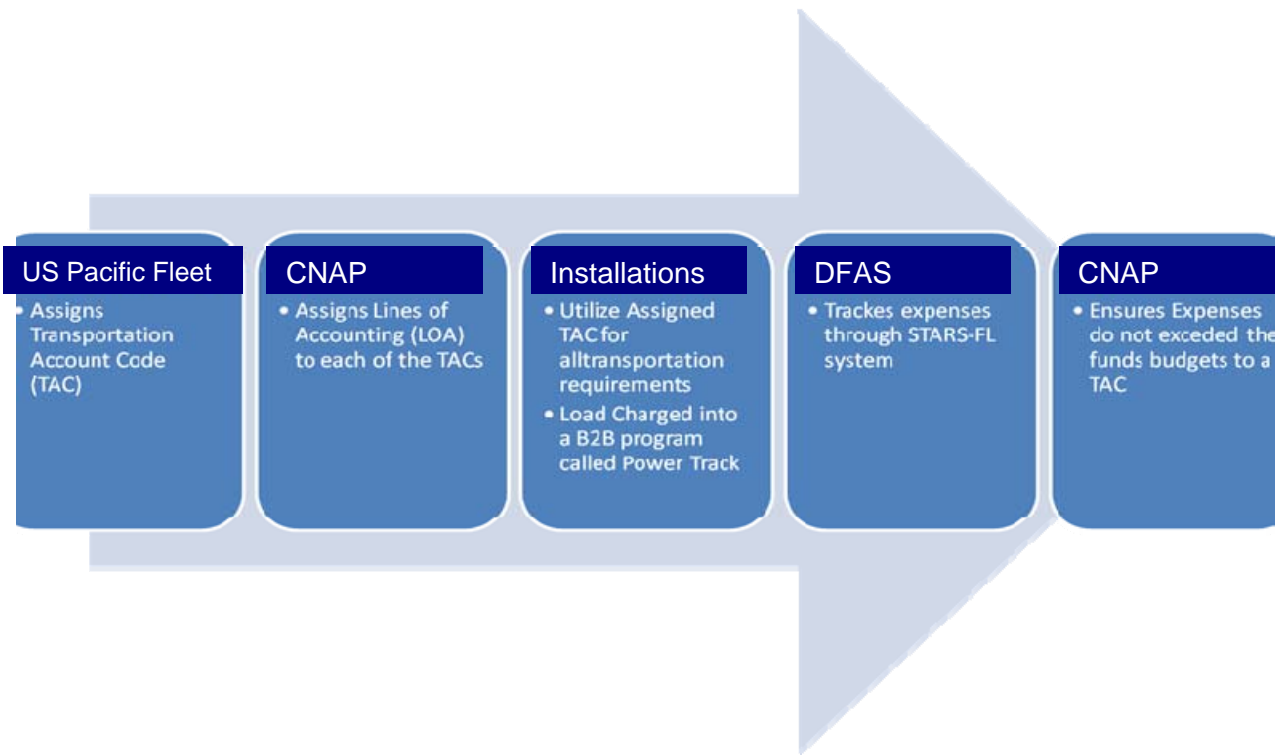


Table 1. Trucking Cost Data FY05 CVW-14 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|-----------------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | CVW-14 | Lemoore | CA | 20,000 | \$1,304.34 | \$0.00 | \$1,304.34 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VF-31 | Virginia Beach | VA | 20,000 | \$8,555.58 | \$0.00 | \$8,555.58 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VF-31 | Virginia Beach | VA | 20,000 | \$8,555.58 | \$0.00 | \$8,555.58 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VF-31 | Virginia Beach | VA | 20,000 | \$8,555.58 | \$0.00 | \$8,555.58 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VF-31 | Virginia Beach | VA | 20,000 | \$4,841.55 | \$0.00 | \$4,841.55 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VF-31 | Virginia Beach | VA | 20,000 | \$4,841.55 | \$0.00 | \$4,841.55 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,005.70 | \$0.00 | \$1,005.70 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,005.70 | \$0.00 | \$1,005.70 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,005.70 | \$0.00 | \$1,005.70 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,304.34 | \$0.00 | \$1,304.34 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,304.34 | \$0.00 | \$1,304.34 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,236.80 | \$0.00 | \$1,236.80 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,236.80 | \$0.00 | \$1,236.80 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$760.35 | \$0.00 | \$760.35 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$760.35 | \$0.00 | \$760.35 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$760.35 | \$0.00 | \$760.35 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$2,790.00 | \$0.00 | \$2,790.00 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$2,760.00 | \$0.00 | \$2,760.00 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$2,715.00 | \$0.00 | \$2,715.00 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$754.80 | \$0.00 | \$754.80 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$680.40 | \$0.00 | \$680.40 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$754.80 | \$0.00 | \$754.80 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$4,782.96 | \$0.00 | \$4,782.96 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$4,782.96 | \$0.00 | \$4,782.96 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$4,782.96 | \$0.00 | \$4,782.96 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$4,782.96 | \$0.00 | \$4,782.96 |
| 11/1/2004 | USS John C Stennis (CVN-74) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$4,782.96 | \$0.00 | \$4,782.96 |
| | | | | | | Total | \$81,404.41 | \$0.00 | \$81,404.41 |



Table 2. Trucking Cost Data FY05 CVW-11 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|---------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,364.34 | \$0.00 | \$1,364.34 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,364.34 | \$0.00 | \$1,364.34 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,300.00 | \$0.00 | \$1,300.00 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,300.00 | \$0.00 | \$1,300.00 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,364.34 | \$0.00 | \$1,364.34 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,364.34 | \$0.00 | \$1,364.34 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,300.00 | \$0.00 | \$1,300.00 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VFA-94 | Lemoore | CA | 20,000 | \$1,200.00 | \$0.00 | \$1,200.00 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VFA-94 | Lemoore | CA | 20,000 | \$1,200.00 | \$0.00 | \$1,200.00 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,230.40 | \$0.00 | \$1,230.40 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,230.40 | \$0.00 | \$1,230.40 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$3,953.96 | \$0.00 | \$3,953.96 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$3,953.96 | \$0.00 | \$3,953.96 |
| 12/19/2004 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$3,953.96 | \$0.00 | \$3,953.96 |
| Total | | | | | | | \$26,080.04 | \$0.00 | \$26,080.04 |



Table 3. Trucking Cost Data FY05 CVW-2 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|------------------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | CVW-2 | Lemoore | CA | 20,000 | \$1,337.50 | \$0.00 | \$1,337.50 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,054.49 | \$0.00 | \$1,054.49 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,054.49 | \$0.00 | \$1,054.49 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,054.49 | \$0.00 | \$1,054.49 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,054.49 | \$0.00 | \$1,054.49 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,170.00 | \$0.00 | \$1,170.00 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-82 | Beaufort | SC | 20,000 | \$3,220.70 | \$0.00 | \$3,220.70 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-82 | Beaufort | SC | 20,000 | \$3,607.18 | \$0.00 | \$3,607.18 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-82 | Beaufort | SC | 20,000 | \$3,607.18 | \$0.00 | \$3,607.18 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 20,000 | \$1,054.49 | \$0.00 | \$1,054.49 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 20,000 | \$1,054.49 | \$0.00 | \$1,054.49 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 20,000 | \$1,337.50 | \$0.00 | \$1,337.50 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 20,000 | \$1,281.23 | \$0.00 | \$1,281.23 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 20,000 | \$1,281.23 | \$0.00 | \$1,281.23 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 20,000 | \$1,070.00 | \$0.00 | \$1,070.00 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 20,000 | \$1,070.00 | \$0.00 | \$1,070.00 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 20,000 | \$2,177.64 | \$0.00 | \$2,177.64 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$674.10 | \$0.00 | \$674.10 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$674.10 | \$0.00 | \$674.10 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$674.10 | \$0.00 | \$674.10 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$2,177.61 | \$0.00 | \$2,177.61 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$2,177.61 | \$0.00 | \$2,177.61 |
| 3/1/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$2,177.61 | \$0.00 | \$2,177.61 |
| Total | | | | | | | \$36,042.23 | \$0.00 | \$36,042.23 |



Table 4. Trucking Cost Data FY05 CVW-11 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|---------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,036.50 | \$0.00 | \$1,036.50 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,210.00 | \$0.00 | \$1,210.00 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,036.50 | \$0.00 | \$1,036.50 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,210.00 | \$0.00 | \$1,210.00 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,210.00 | \$0.00 | \$1,210.00 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-94 | Lemoore | CA | 20,000 | \$1,210.00 | \$0.00 | \$1,210.00 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-94 | Lemoore | CA | 20,000 | \$937.50 | \$0.00 | \$937.50 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-94 | Lemoore | CA | 20,000 | \$1,662.50 | \$0.00 | \$1,662.50 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$854.00 | \$0.00 | \$854.00 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$854.00 | \$0.00 | \$854.00 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$3,057.68 | \$0.00 | \$3,057.68 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$3,057.68 | \$0.00 | \$3,057.68 |
| 3/25/2005 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$4,243.50 | \$0.00 | \$4,243.50 |
| Total | | | | | | | \$21,579.86 | \$0.00 | \$21,579.86 |



Table 5. Trucking Cost Data FY05 CVW-2 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|------------------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | CVW-2 | Lemoore | CA | 20,000 | \$1,220.00 | \$0.00 | \$1,220.00 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,660.50 | \$0.00 | \$1,660.50 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,220.00 | \$0.00 | \$1,220.00 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$5,275.23 | \$0.00 | \$5,275.23 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$4,113.34 | \$0.00 | \$4,113.34 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 20,000 | \$1,220.00 | \$0.00 | \$1,220.00 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 20,000 | \$1,220.00 | \$0.00 | \$1,220.00 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 20,000 | \$1,660.50 | \$0.00 | \$1,660.50 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$993.00 | \$0.00 | \$993.00 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$993.00 | \$0.00 | \$993.00 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$2,238.67 | \$0.00 | \$2,238.67 |
| 6/17/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$2,238.67 | \$0.00 | \$2,238.67 |
| Total | | | | | | | \$24,052.91 | \$0.00 | \$24,052.91 |



Table 6. Trucking Cost Data FY05 CVW-14 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|----------------------------|---------|----------|-------------|-------|--------------|--------------------|------------------|--------------------|
| | | | | City | State | | | | |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | CVW-14 | Lemoore | CA | 20,000 | \$1,110.00 | \$0.00 | \$1,110.00 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,110.00 | \$0.00 | \$1,110.00 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,393.05 | \$0.00 | \$1,393.05 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,210.00 | \$0.00 | \$1,210.00 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,110.00 | \$0.00 | \$1,110.00 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,110.00 | \$0.00 | \$1,110.00 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,393.05 | \$0.00 | \$1,393.05 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,543.05 | \$0.00 | \$1,543.05 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,393.05 | \$0.00 | \$1,393.05 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,393.05 | \$0.00 | \$1,393.05 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,658.44 | \$0.00 | \$1,658.44 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$699.30 | \$0.00 | \$699.30 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$699.30 | \$0.00 | \$699.30 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$3,545.76 | \$0.00 | \$3,545.76 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$3,545.76 | \$0.00 | \$3,545.76 |
| 8/2/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$2,645.70 | \$0.00 | \$2,645.70 |
| | | | | | | Total | \$25,559.51 | \$0.00 | \$25,559.51 |



Table 7. Trucking Cost Data FY05 CVW-2 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|------------------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | CVW-2 | Lemoore | CA | 20,000 | \$1,160.00 | \$0.00 | \$1,160.00 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,160.00 | \$0.00 | \$1,160.00 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$925.00 | \$0.00 | \$925.00 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,450.00 | \$0.00 | \$1,450.00 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$5,112.29 | \$0.00 | \$5,112.29 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$4,337.70 | \$0.00 | \$4,337.70 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 20,000 | \$1,455.80 | \$0.00 | \$1,455.80 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 20,000 | \$1,455.80 | \$0.00 | \$1,455.80 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 20,000 | \$1,455.80 | \$0.00 | \$1,455.80 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 20,000 | \$1,160.00 | \$0.00 | \$1,160.00 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$730.80 | \$0.00 | \$730.80 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$730.80 | \$0.00 | \$730.80 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$2,484.77 | \$0.00 | \$2,484.77 |
| 9/21/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$3,448.01 | \$0.00 | \$3,448.01 |
| Total | | | | | | | \$27,066.77 | \$0.00 | \$27,066.77 |



Table 8. Trucking Cost Data FY06 CVW-11 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|---------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,493.45 | \$0.00 | \$1,493.45 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,289.00 | \$0.00 | \$1,289.00 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,190.00 | \$0.00 | \$1,190.00 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,190.00 | \$0.00 | \$1,190.00 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,493.45 | \$0.00 | \$1,493.45 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,493.45 | \$0.00 | \$1,493.45 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,493.45 | \$0.00 | \$1,493.45 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,493.45 | \$0.00 | \$1,493.45 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,294.80 | \$0.00 | \$1,294.80 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-94 | Lemoore | CA | 20,000 | \$1,670.76 | \$0.00 | \$1,670.76 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-94 | Lemoore | CA | 20,000 | \$1,670.76 | \$0.00 | \$1,670.76 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-94 | Lemoore | CA | 20,000 | \$1,670.76 | \$0.00 | \$1,670.76 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VFA-94 | Lemoore | CA | 20,000 | \$1,670.76 | \$0.00 | \$1,670.76 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$803.25 | \$0.00 | \$803.25 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$803.25 | \$0.00 | \$803.25 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$803.25 | \$0.00 | \$803.25 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$2,875.51 | \$0.00 | \$2,875.51 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$6,423.85 | \$0.00 | \$6,423.85 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$6,423.85 | \$0.00 | \$6,423.85 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$4,976.29 | \$0.00 | \$4,976.29 |
| 11/8/2005 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$4,976.29 | \$0.00 | \$4,976.29 |
| Total | | | | | | | \$47,199.63 | \$0.00 | \$47,199.63 |



Table 9. Trucking Cost Data FY06 CVW-2 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|------------------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | CVW-2 | Lemoore | CA | 20,000 | \$1,194.80 | \$0.00 | \$1,194.80 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,348.80 | \$0.00 | \$1,348.80 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,740.00 | \$222.00 | \$1,962.00 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,740.00 | \$0.00 | \$1,740.00 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$7,419.48 | \$0.00 | \$7,419.48 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$7,419.48 | \$0.00 | \$7,419.48 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,160.00 | \$0.00 | \$1,160.00 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,740.00 | \$0.00 | \$1,740.00 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,160.00 | \$0.00 | \$1,160.00 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$1,455.80 | \$0.00 | \$1,455.80 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$1,455.80 | \$0.00 | \$1,455.80 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$3,365.95 | \$0.00 | \$3,365.95 |
| 11/9/2005 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$3,565.59 | \$0.00 | \$3,565.59 |
| Total | | | | | | | \$34,765.70 | \$222.00 | \$34,987.70 |



Table 10. Trucking Cost Data FY06 CVW-14 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|----------------------------|---------|----------|-------------|-------|--------|--------------------|------------------|--------------------|
| | | | | City | State | | | | |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | CVW-14 | Lemoore | CA | 20,000 | \$1,455.80 | \$0.00 | \$1,455.80 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,348.40 | \$0.00 | \$1,348.40 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,194.80 | \$0.00 | \$1,194.80 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,455.80 | \$0.00 | \$1,455.80 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,348.40 | \$0.00 | \$1,348.40 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,348.40 | \$0.00 | \$1,348.40 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,194.80 | \$0.00 | \$1,194.80 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,194.80 | \$0.00 | \$1,194.80 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,348.40 | \$0.00 | \$1,348.40 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,160.00 | \$0.00 | \$1,160.00 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,194.80 | \$0.00 | \$1,194.80 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$1,455.80 | \$0.00 | \$1,455.80 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$1,160.00 | \$0.00 | \$1,160.00 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$2,351.78 | \$0.00 | \$2,351.78 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$4,536.67 | \$0.00 | \$4,536.67 |
| 11/10/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$4,536.67 | \$0.00 | \$4,536.67 |
| Total | | | | | | | \$28,285.32 | \$0.00 | \$28,285.32 |



Table 11. Trucking Cost Data FY06 CVW-14 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|----------------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 12/17/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,340.00 | \$0.00 | \$1,340.00 |
| 12/17/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,340.00 | \$0.00 | \$1,340.00 |
| 12/17/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,220.00 | \$0.00 | \$1,220.00 |
| 12/17/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,220.00 | \$0.00 | \$1,220.00 |
| 12/17/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,179.00 | \$0.00 | \$1,179.00 |
| 12/17/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,340.00 | \$0.00 | \$1,340.00 |
| 12/17/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$1,016.00 | \$0.00 | \$1,016.00 |
| 12/17/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$1,016.00 | \$0.00 | \$1,016.00 |
| 12/17/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$2,809.18 | \$0.00 | \$2,809.18 |
| 12/17/2005 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$2,809.18 | \$0.00 | \$2,809.18 |
| Total | | | | | | | \$15,289.36 | \$0.00 | \$15,289.36 |



Table 12. Trucking Cost Data FY06 CVW-2 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|------------------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | CVW-2 | Lemoore | CA | 20,000 | \$1,240.00 | \$0.00 | \$1,240.00 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,059.00 | \$0.00 | \$1,059.00 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,408.80 | \$0.00 | \$1,408.80 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,408.80 | \$0.00 | \$1,408.80 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$4,499.57 | \$0.00 | \$4,499.57 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$4,499.57 | \$0.00 | \$4,499.57 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,240.00 | \$0.00 | \$1,240.00 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,408.80 | \$0.00 | \$1,408.80 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,240.00 | \$0.00 | \$1,240.00 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,240.00 | \$0.00 | \$1,240.00 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$1,016.00 | \$0.00 | \$1,016.00 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$1,016.00 | \$0.00 | \$1,016.00 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$2,561.18 | \$0.00 | \$2,561.18 |
| 1/22/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$2,561.18 | \$0.00 | \$2,561.18 |
| Total | | | | | | | \$26,398.90 | \$0.00 | \$26,398.90 |



Table 13. Trucking Cost Data FY06 CVW-14 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|----------------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | CVW-14 | Lemoore | CA | 20,000 | \$1,170.00 | \$0.00 | \$1,170.00 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,170.00 | \$0.00 | \$1,170.00 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,158.30 | \$600.00 | \$1,758.30 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,158.30 | \$562.50 | \$1,720.80 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,468.35 | \$745.00 | \$2,213.35 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,468.35 | \$745.00 | \$2,213.35 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,468.35 | \$817.50 | \$2,285.85 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,158.30 | \$750.00 | \$1,908.30 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,642.68 | \$0.00 | \$1,642.68 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,642.68 | \$0.00 | \$1,642.68 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,642.68 | \$0.00 | \$1,642.68 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,158.30 | \$600.00 | \$1,758.30 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,158.30 | \$478.50 | \$1,636.80 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,302.21 | \$1,650.00 | \$2,952.21 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,302.21 | \$1,575.00 | \$2,877.21 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,302.21 | \$1,800.00 | \$3,102.21 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,158.30 | \$375.00 | \$1,533.30 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,158.30 | \$375.00 | \$1,533.30 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,158.30 | \$337.50 | \$1,495.80 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,158.30 | \$262.50 | \$1,420.80 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$703.40 | \$400.00 | \$1,103.40 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$703.40 | \$200.00 | \$903.40 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$789.75 | \$412.50 | \$1,202.25 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$789.75 | \$375.00 | \$1,164.75 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$936.00 | \$562.50 | \$1,498.50 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$3,183.15 | \$141.25 | \$3,324.40 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$3,183.15 | \$310.00 | \$3,493.15 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$4,575.78 | \$0.00 | \$4,575.78 |
| 7/6/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$0.00 | \$3,600.00 | \$3,600.00 |
| Total | | | | | | | \$40,868.80 | \$17,674.75 | \$58,543.55 |



Table 14. Trucking Cost Data FY06 CVW-9 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|-----------------------------|---------|----------|--------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | CVW-9 | Lemoore | CA | 20,000 | \$1,642.68 | \$0.00 | \$1,642.68 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 20,000 | \$1,455.80 | \$160.00 | \$1,615.80 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 20,000 | \$1,455.80 | \$235.00 | \$1,690.80 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20,000 | \$1,260.00 | \$0.00 | \$1,260.00 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20,000 | \$1,735.80 | \$122.50 | \$1,858.30 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,628.64 | \$0.00 | \$1,628.64 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,455.80 | \$310.00 | \$1,765.80 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,160.00 | \$0.00 | \$1,160.00 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 20,000 | \$1,160.00 | \$600.00 | \$1,760.00 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 20,000 | \$1,160.00 | \$600.00 | \$1,760.00 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 20,000 | \$2,392.79 | \$0.00 | \$2,392.79 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 20,000 | \$3,253.60 | \$0.00 | \$3,253.60 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 20,000 | \$3,809.94 | \$0.00 | \$3,809.94 |
| 7/7/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 20,000 | \$3,809.94 | \$0.00 | \$3,809.94 |
| Total | | | | | | | \$27,380.79 | \$2,027.50 | \$29,408.29 |



Table 15. Trucking Cost Data FY06 CVW-2 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|------------------------------|---------|----------|----------------|-------|--------|--------------------|-------------------|--------------------|
| | | | | City | State | | | | |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | CVW-2 | Lemoore | CA | 20,000 | \$1,449.11 | \$500.00 | \$1,949.11 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,527.66 | \$0.00 | \$1,527.66 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,449.11 | \$300.00 | \$1,749.11 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,449.11 | \$350.00 | \$1,799.11 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,449.11 | \$400.00 | \$1,849.11 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,449.11 | \$300.00 | \$1,749.11 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,632.66 | \$0.00 | \$1,632.66 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$4,587.25 | \$0.00 | \$4,587.25 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$5,177.60 | \$0.00 | \$5,177.60 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$4,655.44 | \$0.00 | \$4,655.44 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$4,655.44 | \$0.00 | \$4,655.44 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$4,754.44 | \$0.00 | \$4,754.44 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 20,000 | \$6,526.92 | \$0.00 | \$6,526.92 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,516.22 | \$0.00 | \$1,516.22 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,550.28 | \$0.00 | \$1,550.28 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,458.30 | \$450.00 | \$1,908.30 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,608.35 | \$530.00 | \$2,138.35 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,608.35 | \$0.00 | \$1,608.35 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,608.35 | \$385.00 | \$1,993.35 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,608.35 | \$235.00 | \$1,843.35 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,919.45 | \$0.00 | \$1,919.45 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$789.75 | \$281.25 | \$1,071.00 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$789.75 | \$487.50 | \$1,277.25 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$789.75 | \$375.00 | \$1,164.75 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$2,525.09 | \$0.00 | \$2,525.09 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$3,795.29 | \$0.00 | \$3,795.29 |
| 8/4/2006 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 20,000 | \$3,183.15 | \$0.00 | \$3,183.15 |
| Total | | | | | | | \$65,513.39 | \$4,593.75 | \$70,107.14 |



Table 16. Trucking Cost Data FY06 CVW-9 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|-----------------------------|---------|----------|--------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | CVW-9 | Lemoore | CA | 20,000 | \$1,881.13 | \$0.00 | \$1,881.13 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 20,000 | \$2,181.13 | \$0.00 | \$2,181.13 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 20,000 | \$2,181.13 | \$0.00 | \$2,181.13 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20,000 | \$1,710.79 | \$500.00 | \$2,210.79 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20,000 | \$1,710.79 | \$500.00 | \$2,210.79 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$2,085.70 | \$0.00 | \$2,085.70 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,885.70 | \$0.00 | \$1,885.70 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,881.13 | \$0.00 | \$1,881.13 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 20,000 | \$1,362.75 | \$0.00 | \$1,362.75 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 20,000 | \$1,362.75 | \$0.00 | \$1,362.75 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 20,000 | \$9,840.36 | \$250.00 | \$10,090.36 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 20,000 | \$7,939.22 | \$0.00 | \$7,939.22 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 20,000 | \$7,886.77 | \$0.00 | \$7,886.77 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 20,000 | \$4,015.34 | \$250.00 | \$4,265.34 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 20,000 | \$5,688.12 | \$0.00 | \$5,688.12 |
| 10/13/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 20,000 | \$5,688.12 | \$0.00 | \$5,688.12 |
| Total | | | | | | | \$59,300.93 | \$1,500.00 | \$60,800.93 |



Table 17. Trucking Cost Data FY07 CVW-11 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|---------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,110.79 | \$100.00 | \$1,210.79 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,110.79 | \$0.00 | \$1,110.79 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,110.79 | \$100.00 | \$1,210.79 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,110.79 | \$300.00 | \$1,410.79 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,110.79 | \$250.00 | \$1,360.79 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,110.79 | \$0.00 | \$1,110.79 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,130.00 | \$0.00 | \$1,130.00 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Virginia Beach | VA | 20,000 | \$6,314.77 | \$0.00 | \$6,314.77 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$762.75 | \$0.00 | \$762.75 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$762.75 | \$0.00 | \$762.75 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$2,438.77 | \$0.00 | \$2,438.77 |
| 11/2/2006 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$3,088.51 | \$0.00 | \$3,088.51 |
| | | | | | | Total | \$21,162.29 | \$750.00 | \$21,912.29 |



Table 18. Trucking Cost Data FY07 CVW-9 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|-----------------------------|---------|----------|--------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | CVW-9 | Lemoore | CA | 20,000 | \$1,410.79 | \$1,332.00 | \$2,742.79 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 20,000 | \$1,281.13 | \$50.00 | \$1,331.13 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 20,000 | \$1,281.13 | \$0.00 | \$1,281.13 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20,000 | \$1,281.13 | \$50.00 | \$1,331.13 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20,000 | \$1,281.13 | \$0.00 | \$1,281.13 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,452.70 | \$0.00 | \$1,452.70 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,452.70 | \$0.00 | \$1,452.70 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,281.13 | \$0.00 | \$1,281.13 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 20,000 | \$942.67 | \$0.00 | \$942.67 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 20,000 | \$942.67 | \$0.00 | \$942.67 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 20,000 | \$4,143.15 | \$0.00 | \$4,143.15 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 20,000 | \$3,767.43 | \$0.00 | \$3,767.43 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 20,000 | \$3,079.69 | \$0.00 | \$3,079.69 |
| 11/16/2006 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 20,000 | \$3,190.83 | \$0.00 | \$3,190.83 |
| Total | | | | | | | \$26,788.28 | \$1,432.00 | \$28,220.28 |



Table 19. Trucking Cost Data FY07 CVW-14 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|----------------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,285.70 | \$0.00 | \$1,285.70 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,285.70 | \$0.00 | \$1,285.70 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,285.70 | \$412.50 | \$1,698.20 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,281.13 | \$450.00 | \$1,731.13 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,281.13 | \$450.00 | \$1,731.13 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,281.13 | \$450.00 | \$1,731.13 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,451.47 | \$200.00 | \$1,651.47 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,451.47 | \$300.00 | \$1,751.47 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,281.13 | \$400.00 | \$1,681.13 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,281.13 | \$0.00 | \$1,281.13 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$942.76 | \$0.00 | \$942.76 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$942.76 | \$0.00 | \$942.76 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$3,190.83 | \$0.00 | \$3,190.83 |
| 11/21/2006 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 20,000 | \$3,190.83 | \$0.00 | \$3,190.83 |
| Total | | | | | | | \$21,432.87 | \$2,662.50 | \$24,095.37 |



Table 20. Trucking Cost Data FY07 CVW-11 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|---------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,128.60 | \$0.00 | \$1,128.60 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,503.00 | \$0.00 | \$1,503.00 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,503.00 | \$0.00 | \$1,503.00 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,629.60 | \$0.00 | \$1,629.60 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,629.60 | \$0.00 | \$1,629.60 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,629.60 | \$0.00 | \$1,629.60 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,503.00 | \$0.00 | \$1,503.00 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Fallon | NV | 20,000 | \$2,036.24 | 4,995.00 | \$7,031.24 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Fallon | NV | 20,000 | \$2,036.24 | 4,995.00 | \$7,031.24 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Fallon | NV | 20,000 | \$2,036.24 | 5,045.00 | \$7,081.24 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Fallon | NV | 20,000 | \$2,036.24 | 4,995.00 | \$7,031.24 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,328.70 | \$0.00 | \$1,328.70 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,328.70 | \$0.00 | \$1,328.70 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$2,458.47 | \$0.00 | \$2,458.47 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 30,000 | \$3,113.46 | \$0.00 | \$3,113.46 |
| 12/21/2006 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 30,000 | \$3,113.46 | \$0.00 | \$3,113.46 |
| Total | | | | | | | \$30,014.15 | \$20,030.00 | \$50,044.15 |



Table 21. Trucking Cost Data FY07 CVW-11 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|---------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,766.61 | 400.00 | \$2,166.61 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,766.61 | 150.00 | \$1,916.61 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,602.95 | 300.00 | \$1,902.95 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$1,633.90 | 300.00 | \$1,933.90 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$1,633.90 | 300.00 | \$1,933.90 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,154.43 | 262.50 | \$1,416.93 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,154.43 | 262.50 | \$1,416.93 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Virginia Beach | VA | 25,000 | \$4,932.21 | \$0.00 | \$4,932.21 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 25,000 | \$981.75 | 300.00 | \$1,281.75 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$981.75 | 300.00 | \$1,281.75 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 30,000 | \$3,226.50 | \$0.00 | \$3,226.50 |
| 3/4/2007 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 30,000 | \$3,866.99 | \$0.00 | \$3,866.99 |
| Total | | | | | | | \$24,702.03 | \$2,575.00 | \$27,277.03 |



Table 22. Trucking Cost Data FY07 CVW-14 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|------------------|----------------------------|---------|----------|-------------|-------|--------|--------------------|---------------------|---------------|
| | | | | City | State | | | | |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,800.48 | \$750.00 | \$2,550.48 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,800.48 | \$700.00 | \$2,500.48 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,663.60 | \$525.00 | \$2,188.60 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,663.60 | \$600.00 | \$2,263.60 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,685.10 | \$600.00 | \$2,285.10 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$2,025.78 | \$400.00 | \$2,425.78 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$2,025.78 | \$300.00 | \$2,325.78 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$2,025.78 | \$550.00 | \$2,575.78 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,496.60 | \$487.50 | \$1,984.10 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,964.14 | \$500.00 | \$2,464.14 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,964.14 | \$500.00 | \$2,464.14 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,964.14 | \$500.00 | \$2,464.14 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,496.60 | \$450.00 | \$1,946.60 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,685.10 | \$300.00 | \$1,985.10 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,496.60 | \$187.50 | \$1,684.10 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$2,025.78 | \$700.00 | \$2,725.78 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$2,025.78 | \$700.00 | \$2,725.78 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$2,025.78 | \$600.00 | \$2,625.78 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$1,040.00 | \$500.00 | \$1,540.00 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$1,040.00 | \$500.00 | \$1,540.00 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$1,040.00 | \$500.00 | \$1,540.00 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 30,000 | \$2,514.67 | \$0.00 | \$2,514.67 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 30,000 | \$2,514.67 | \$0.00 | \$2,514.67 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 30,000 | \$3,235.09 | \$0.00 | \$3,235.09 |
| 4/20/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 30,000 | \$3,235.09 | \$0.00 | \$3,235.09 |
| | | | | | | Total | \$47,454.78 | \$10,850.00 | \$58,304.78 |



Table 23. Trucking Cost Data FY07 CVW-2 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|------------------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | CVW-2 | Lemoore | CA | 25,000 | \$1,196.60 | \$0.00 | \$1,196.60 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 25,000 | \$1,663.60 | \$0.00 | \$1,663.60 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 25,000 | \$1,663.60 | \$150.00 | \$1,813.60 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 25,000 | \$1,496.60 | \$131.05 | \$1,627.65 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 25,000 | \$7,003.46 | \$123.75 | \$7,127.21 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 25,000 | \$7,003.46 | \$0.00 | \$7,003.46 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,636.82 | \$0.00 | \$1,636.82 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,636.82 | \$0.00 | \$1,636.82 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,407.66 | \$525.00 | \$1,932.66 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,029.60 | \$0.00 | \$1,029.60 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,029.60 | \$262.50 | \$1,292.10 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$1,040.00 | \$1,375.00 | \$2,415.00 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 20,000 | \$1,040.00 | \$1,375.00 | \$2,415.00 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 35,000 | \$4,001.05 | \$0.00 | \$4,001.05 |
| 8/17/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 35,000 | \$4,001.05 | \$0.00 | \$4,001.05 |
| Total | | | | | | | \$36,849.92 | \$3,942.30 | \$40,792.22 |



Table 24. Trucking Cost Data FY07 CVW-9 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|-----------------------------|---------|----------|--------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | CVW-9 | Lemoore | CA | 20,000 | \$1,174.16 | \$1,649.00 | \$2,823.16 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 20,000 | \$1,501.48 | \$925.00 | \$2,426.48 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 20,000 | \$1,501.48 | \$900.00 | \$2,401.48 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 25,000 | \$1,103.00 | \$500.00 | \$1,603.00 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 25,000 | \$1,386.10 | \$2,375.00 | \$3,761.10 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 30,000 | \$1,125.66 | \$0.00 | \$1,125.66 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20,000 | \$1,196.60 | \$750.00 | \$1,946.60 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20,000 | \$1,363.60 | \$412.50 | \$1,776.10 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20,000 | \$1,363.60 | \$675.00 | \$2,038.60 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 25,000 | \$1,337.82 | \$700.00 | \$2,037.82 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,665.14 | \$675.00 | \$2,340.14 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,665.14 | \$750.00 | \$2,415.14 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20,000 | \$1,665.14 | \$900.00 | \$2,565.14 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 25,000 | \$1,556.44 | \$1,375.00 | \$2,931.44 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 25,000 | \$1,556.44 | \$2,125.00 | \$3,681.44 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 25,000 | \$702.00 | \$450.00 | \$1,152.00 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 25,000 | \$702.00 | \$525.00 | \$1,227.00 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 25,000 | \$702.00 | \$525.00 | \$1,227.00 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 25,000 | \$5,319.60 | \$0.00 | \$5,319.60 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 25,000 | \$5,319.60 | \$0.00 | \$5,319.60 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 30,000 | \$3,926.83 | \$600.00 | \$4,526.83 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 30,000 | \$3,926.83 | \$0.00 | \$3,926.83 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 25,000 | \$4,010.98 | \$0.00 | \$4,010.98 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VS-31 | Jacksonville | FL | 25,000 | \$3,143.40 | \$1,600.00 | \$4,743.40 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 35,000 | \$2,720.18 | \$0.00 | \$2,720.18 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 35,000 | \$2,447.79 | \$0.00 | \$2,447.79 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 30,000 | \$3,058.38 | \$0.00 | \$3,058.38 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 30,000 | \$2,720.19 | \$0.00 | \$2,720.19 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 30,000 | \$3,071.97 | \$204.00 | \$3,275.97 |
| 8/27/2007 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 30,000 | \$3,071.97 | \$204.00 | \$3,275.97 |
| Total | | | | | | | \$66,005.52 | \$18,819.50 | \$84,825.02 |



Table 25. Trucking Cost Data FY07 CVW-11 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|---------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,981.14 | \$0.00 | \$1,981.14 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,982.14 | \$0.00 | \$1,982.14 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$2,441.50 | \$213.75 | \$2,655.25 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$2,441.50 | \$285.00 | \$2,726.50 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,811.77 | \$475.00 | \$2,286.77 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,867.13 | \$750.00 | \$2,617.13 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,765.98 | \$900.00 | \$2,665.98 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,765.98 | \$1,200.00 | \$2,965.98 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$2,441.50 | \$570.00 | \$3,011.50 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$2,441.50 | \$570.00 | \$3,011.50 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$2,441.50 | \$380.00 | \$2,821.50 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$2,441.50 | \$380.00 | \$2,821.50 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,571.85 | \$918.00 | \$2,489.85 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Virginia Beach | VA | 20,000 | \$4,685.97 | \$0.00 | \$4,685.97 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Virginia Beach | VA | 20,000 | \$4,603.92 | \$0.00 | \$4,603.92 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Virginia Beach | VA | 20,000 | \$4,768.71 | \$0.00 | \$4,768.71 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Virginia Beach | VA | 20,000 | \$6,109.10 | \$0.00 | \$6,109.10 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Virginia Beach | VA | 20,000 | \$4,942.46 | \$0.00 | \$4,942.46 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Virginia Beach | VA | 20,000 | \$5,360.58 | \$0.00 | \$5,360.58 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,349.00 | \$825.00 | \$2,174.00 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,334.78 | \$550.00 | \$1,884.78 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,334.78 | \$475.00 | \$1,809.78 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 30,000 | \$3,207.79 | \$0.00 | \$3,207.79 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 30,000 | \$2,866.35 | \$0.00 | \$2,866.35 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 30,000 | \$3,245.51 | \$0.00 | \$3,245.51 |
| 9/30/2007 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 30,000 | \$3,386.19 | \$0.00 | \$3,386.19 |
| Total | | | | | | | \$74,590.13 | \$8,491.75 | \$83,081.88 |



Table 26. Trucking Cost Data FY07 CVW-2 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|------------------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | CVW-2 | Lemoore | CA | 25,000 | \$1,230.61 | \$0.00 | \$1,230.61 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,856.93 | \$0.00 | \$1,856.93 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,856.93 | \$300.00 | \$2,156.93 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 20,000 | \$1,804.56 | \$300.00 | \$2,104.56 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 35,000 | \$7,876.22 | \$0.00 | \$7,876.22 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 35,000 | \$7,876.22 | \$300.00 | \$8,176.22 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,913.89 | \$300.00 | \$2,213.89 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,913.89 | \$300.00 | \$2,213.89 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,855.24 | \$0.00 | \$1,855.24 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,980.10 | \$237.50 | \$2,217.60 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,980.10 | \$237.50 | \$2,217.60 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 25,000 | \$1,090.00 | \$300.00 | \$1,390.00 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 25,000 | \$1,090.00 | \$300.00 | \$1,390.00 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 30,000 | \$4,131.83 | \$0.00 | \$4,131.83 |
| 11/16/2007 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 30,000 | \$4,131.83 | \$0.00 | \$4,131.83 |
| Total | | | | | | | \$42,588.35 | \$2,575.00 | \$45,163.35 |



Table 27. Trucking Cost Data FY08 CVW-11 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|---------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 25,000 | \$1,537.16 | \$0.00 | \$1,537.16 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,729.60 | \$0.00 | \$1,729.60 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,729.60 | \$0.00 | \$1,729.60 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 20,000 | \$1,729.60 | \$0.00 | \$1,729.60 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$2,031.88 | \$0.00 | \$2,031.88 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$2,031.88 | \$0.00 | \$2,031.88 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,628.00 | \$0.00 | \$1,628.00 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,628.00 | \$0.00 | \$1,628.00 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 20,000 | \$1,271.91 | \$0.00 | \$1,271.91 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Virginia Beach | VA | 30,000 | \$4,844.24 | \$0.00 | \$4,844.24 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,090.00 | \$0.00 | \$1,090.00 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,090.00 | \$0.00 | \$1,090.00 |
| 12/14/2007 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 35,000 | \$3,617.13 | \$0.00 | \$3,617.13 |
| Total | | | | | | | \$25,959.00 | \$0.00 | \$25,959.00 |



Table 28. Trucking Cost Data FY08 CVW-14 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|----------------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | CVW-14 | Lemoore | CA | 20,000 | \$1,274.21 | \$0.00 | \$1,274.21 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,614.89 | \$0.00 | \$1,614.89 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,557.93 | \$300.00 | \$1,857.93 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 20,000 | \$1,444.55 | \$0.00 | \$1,444.55 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,230.61 | \$0.00 | \$1,230.61 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,230.61 | \$0.00 | \$1,230.61 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 20,000 | \$1,230.61 | \$0.00 | \$1,230.61 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,230.61 | \$0.00 | \$1,230.61 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,274.21 | \$0.00 | \$1,274.21 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 20,000 | \$1,230.61 | \$0.00 | \$1,230.61 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,335.57 | \$0.00 | \$1,335.57 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,335.57 | \$0.00 | \$1,335.57 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 20,000 | \$1,394.24 | \$0.00 | \$1,394.24 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$1,278.70 | \$0.00 | \$1,278.70 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 20,000 | \$1,278.70 | \$0.00 | \$1,278.70 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 30,000 | \$4,248.79 | \$0.00 | \$4,248.79 |
| 12/18/2007 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 30,000 | \$4,248.79 | \$0.00 | \$4,248.79 |
| Total | | | | | | | \$28,439.20 | \$300.00 | \$28,739.20 |



Table 29. Trucking Cost Data FY08 CVW-2 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|------------------------------|---------|----------|----------------|-------|--------|--------------------|-------------------|--------------------|
| | | | | City | State | | | | |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | CVW-2 | Lemoore | CA | 25,000 | \$1,219.32 | \$999.00 | \$2,218.32 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 25,000 | \$1,362.00 | \$0.00 | \$1,362.00 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 25,000 | \$1,970.20 | \$380.00 | \$2,350.20 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-2 | Lemoore | CA | 25,000 | \$1,970.20 | \$380.00 | \$2,350.20 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 25,000 | \$7,285.30 | \$0.00 | \$7,285.30 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-34 | Virginia Beach | VA | 25,000 | \$7,285.30 | \$0.00 | \$7,285.30 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,362.00 | \$0.00 | \$1,362.00 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,446.32 | \$0.00 | \$1,446.32 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-137 | Lemoore | CA | 25,000 | \$1,446.32 | \$0.00 | \$1,446.32 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,845.64 | \$250.00 | \$2,095.64 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VFA-151 | Lemoore | CA | 25,000 | \$1,845.64 | \$350.00 | \$2,195.64 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 25,000 | \$1,080.00 | \$350.00 | \$1,430.00 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAW-116 | Pt Mugu | CA | 25,000 | \$1,080.00 | \$400.00 | \$1,480.00 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 30,000 | \$4,221.90 | \$0.00 | \$4,221.90 |
| 2/1/2008 | USS Abraham Lincoln (CVN-72) | CVW-2 | VAQ-131 | Oak Harbor | WA | 30,000 | \$4,221.90 | \$0.00 | \$4,221.90 |
| Total | | | | | | | \$39,642.04 | \$3,109.00 | \$42,751.04 |



Table 30. Trucking Cost Data FY08 CVW-14 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|----------------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 25,000 | \$1,309.64 | \$900.00 | \$2,209.64 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 25,000 | \$1,309.64 | \$900.00 | \$2,209.64 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-22 | Lemoore | CA | 25,000 | \$1,309.64 | \$975.00 | \$2,284.64 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 25,000 | \$1,148.40 | \$475.00 | \$1,623.40 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-25 | Lemoore | CA | 25,000 | \$1,148.40 | \$427.50 | \$1,575.90 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 25,000 | \$1,334.00 | \$0.00 | \$1,334.00 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 25,000 | \$1,334.00 | \$0.00 | \$1,334.00 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-113 | Lemoore | CA | 25,000 | \$1,334.00 | \$0.00 | \$1,334.00 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 25,000 | \$1,309.64 | \$475.00 | \$1,784.64 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 25,000 | \$1,309.64 | \$500.00 | \$1,809.64 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VFA-115 | Lemoore | CA | 25,000 | \$1,309.64 | \$550.00 | \$1,859.64 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 25,000 | \$1,073.00 | \$450.00 | \$1,523.00 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VAW-113 | Pt Mugu | CA | 25,000 | \$1,073.00 | \$262.50 | \$1,335.50 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 25,000 | \$3,507.84 | \$100.00 | \$3,607.84 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 25,000 | \$3,507.84 | \$100.00 | \$3,607.84 |
| 4/22/2008 | USS Ronald Reagan (CVN-76) | CVW-14 | VAQ-139 | Oak Harbor | WA | 25,000 | \$3,747.93 | \$1,000.00 | \$4,747.93 |
| Total | | | | | | | \$27,066.25 | \$7,115.00 | \$34,181.25 |



Table 31. Trucking Cost Data FY08 CVW-17 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|--------------------------------|---------|----------|----------------|-------|--------|---------------------|------------------|---------------------|
| | | | | City | State | | | | |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | CVW-17 | Virginia Beach | VA | 25,000 | \$5,463.40 | \$0.00 | \$5,463.40 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VFA-103 | Virginia Beach | VA | 25,000 | \$9,565.20 | \$0.00 | \$9,565.20 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VFA-103 | Virginia Beach | VA | 25,000 | \$5,486.59 | \$0.00 | \$5,486.59 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VFA-103 | Virginia Beach | VA | 25,000 | \$10,511.62 | \$0.00 | \$10,511.62 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VFA-103 | Virginia Beach | VA | 25,000 | \$5,486.59 | \$0.00 | \$5,486.59 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VFA-131 | Virginia Beach | VA | 25,000 | \$5,486.59 | \$0.00 | \$5,486.59 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VFA-131 | Virginia Beach | VA | 25,000 | \$5,486.59 | \$0.00 | \$5,486.59 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VAW-121 | Norfolk | VA | 25,000 | \$9,390.64 | \$0.00 | \$9,390.64 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VAW-121 | Norfolk | VA | 25,000 | \$9,390.64 | \$0.00 | \$9,390.64 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VAW-121 | Norfolk | VA | 25,000 | \$9,365.90 | \$0.00 | \$9,365.90 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VRC-40 | Norfolk | VA | 25,000 | \$9,390.64 | \$500.00 | \$9,890.64 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VS-22 | Jacksonville | FL | 25,000 | \$4,502.86 | \$0.00 | \$4,502.86 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VS-22 | Jacksonville | FL | 25,000 | \$4,599.35 | \$0.00 | \$4,599.35 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VS-22 | Jacksonville | FL | 25,000 | \$4,599.35 | \$0.00 | \$4,599.35 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VS-22 | Jacksonville | FL | 25,000 | \$8,318.10 | \$0.00 | \$8,318.10 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | HS-15 | Jacksonville | FL | 25,000 | \$8,597.70 | \$0.00 | \$8,597.70 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VAQ-132 | Oak Harbor | WA | 25,000 | \$3,774.49 | \$0.00 | \$3,774.49 |
| 5/22/2008 | USS George Washington (CVN-73) | CVW-17 | VAQ-132 | Oak Harbor | WA | 25,000 | \$3,774.49 | \$0.00 | \$3,774.49 |
| Total | | | | | | | \$123,190.74 | \$500.00 | \$123,690.74 |



Table 32. Trucking Cost Data FY08 CVW-11 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|---------------------|---------|----------|----------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 25,000 | \$1,998.15 | \$450.00 | \$2,448.15 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 25,000 | \$1,755.39 | \$0.00 | \$1,755.39 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 25,000 | \$1,755.39 | \$0.00 | \$1,755.39 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 25,000 | \$1,755.39 | \$0.00 | \$1,755.39 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 25,000 | \$1,679.10 | \$380.00 | \$2,059.10 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-14 | Lemoore | CA | 25,000 | \$1,679.10 | \$380.00 | \$2,059.10 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$1,998.15 | \$225.00 | \$2,223.15 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$1,998.15 | \$250.00 | \$2,248.15 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$1,998.15 | \$300.00 | \$2,298.15 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$1,998.15 | \$225.00 | \$2,223.15 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$1,998.15 | \$450.00 | \$2,448.15 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$1,998.15 | \$525.00 | \$2,523.15 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$1,998.15 | \$375.00 | \$2,373.15 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-41 | Lemoore | CA | 25,000 | \$1,998.15 | \$350.00 | \$2,348.15 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VFA-81 | Virginia Beach | VA | 25,000 | \$8,149.91 | \$675.00 | \$8,824.91 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,190.00 | \$1,900.00 | \$3,090.00 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,190.00 | \$1,900.00 | \$3,090.00 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VAW-117 | Pt Mugu | CA | 20,000 | \$1,190.00 | \$1,900.00 | \$3,090.00 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$5,646.82 | \$150.00 | \$5,796.82 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$5,646.82 | \$0.00 | \$5,646.82 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$5,646.82 | \$0.00 | \$5,646.82 |
| 6/3/2008 | USS Nimitz (CVN-68) | CVW-11 | VAQ-135 | Oak Harbor | WA | 20,000 | \$5,646.82 | \$0.00 | \$5,646.82 |
| Total | | | | | | | \$60,914.91 | \$10,435.00 | \$71,349.91 |



Table 33. Trucking Cost Data FY08 CVW-9 San Diego Off-load
(Watson, 2008, September 26)

| Off Load Date | Ship | Airwing | Squadron | Destination | | Weight | Contracted Cost | Detention Charge | Total Cost |
|---------------|-----------------------------|---------|----------|-------------|-------|--------|-----------------|------------------|-------------|
| | | | | City | State | | | | |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | CVW-9 | Lemoore | CA | 25000 | \$1,354.80 | \$2,175.00 | \$3,529.80 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 20000 | \$1,682.12 | \$450.00 | \$2,132.12 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VFA-146 | Lemoore | CA | 20000 | \$1,682.12 | \$450.00 | \$2,132.12 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20000 | \$1,354.80 | \$1,299.00 | \$2,653.80 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20000 | \$1,354.80 | \$1,299.00 | \$2,653.80 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20000 | \$1,354.80 | \$1,349.00 | \$2,703.80 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VFA-147 | Lemoore | CA | 20000 | \$1,354.80 | \$1,249.00 | \$2,603.80 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 25000 | \$1,354.80 | \$1,399.00 | \$2,753.80 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20000 | \$1,354.80 | \$1,349.00 | \$2,703.80 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VFA-154 | Lemoore | CA | 20000 | \$1,354.80 | \$1,399.00 | \$2,753.80 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 20,000 | \$1,220.00 | \$1,749.00 | \$2,969.00 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VAW-112 | Pt Mugu | CA | 20,000 | \$1,220.00 | \$1,749.00 | \$2,969.00 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 35,000 | \$4,544.65 | \$0.00 | \$4,544.65 |
| 6/16/2008 | USS John C Stennis (CVN-74) | CVW-9 | VAQ-138 | Oak Harbor | WA | 35,000 | \$4,544.65 | \$0.00 | \$4,544.65 |
| Total | | | | | | | \$25,731.94 | \$15,916.00 | \$41,647.94 |



Table 34. Breakdown of Trucking Costs by Region/Location

| | Year | Contracted Cost | Detention Cost | Offload Cost | Factor | In FY08 Dollars | Estimated Total Adjusted Cost |
|-------------------------------------|------|-----------------|----------------|---------------|--------|-------------------|-------------------------------|
| West Coast Navy | FY08 | \$ 373,532.43 | \$ 39,950.00 | \$ 413,482.43 | 1.000 | \$ 413,482.43 | \$ 826,964.86 |
| | FY07 | \$ 408,300.90 | \$ 71,053.05 | \$ 479,353.95 | 1.010 | \$ 484,051.98 | \$ 968,103.95 |
| | FY06 | \$ 285,701.89 | \$ 24,518.00 | \$ 310,219.89 | 1.020 | \$ 316,487.25 | \$ 632,974.50 |
| | FY05 | \$ 241,785.73 | \$ - | \$ 241,785.73 | 1.033 | \$ 249,876.10 | \$ 499,752.20 |
| | | | | | | Total | \$ 2,927,795.50 |
| | | | | | | Average | \$ 731,948.88 |
| NAS Lemoore Squadrons | FY08 | \$ 118,528.74 | \$ 25,864.50 | \$ 144,393.24 | 1.000 | \$ 144,393.24 | \$ 288,786.48 |
| | FY07 | \$ 162,591.95 | \$ 39,591.30 | \$ 202,183.25 | 1.010 | \$ 204,164.80 | \$ 408,329.59 |
| | FY06 | \$ 123,815.75 | \$ 16,773.00 | \$ 140,588.75 | 1.020 | \$ 143,429.06 | \$ 286,858.12 |
| | FY05 | \$ 91,119.26 | \$ - | \$ 91,119.26 | 1.033 | \$ 94,168.19 | \$ 188,336.38 |
| | | | | | | Total | \$ 1,172,310.57 |
| | | | | | | Average | \$ 293,077.64 |
| | | | | | | Percentage | 40.0% |
| East Coast Squadrons | FY08 | \$ 158,958.95 | \$ 1,475.00 | \$ 160,433.95 | 1.000 | \$ 160,433.95 | \$ 320,867.90 |
| | FY07 | \$ 114,948.81 | \$ 2,573.75 | \$ 117,522.56 | 1.010 | \$ 118,674.37 | \$ 237,348.74 |
| | FY06 | \$ 59,841.58 | \$ - | \$ 59,841.58 | 1.020 | \$ 61,050.56 | \$ 122,101.11 |
| | FY05 | \$ 64,623.46 | \$ - | \$ 64,623.46 | 1.033 | \$ 66,785.82 | \$ 133,571.64 |
| | | | | | | Total | \$ 813,889.39 |
| | | | | | | Average | \$ 203,472.35 |
| | | | | | | Percentage | 27.8% |
| NAS Pt Mugu Squadrons | FY08 | \$ 17,233.40 | \$ 11,260.50 | \$ 28,493.90 | 1.000 | \$ 28,493.90 | \$ 56,987.80 |
| | FY07 | \$ 23,967.32 | \$ 8,200.00 | \$ 32,167.32 | 1.010 | \$ 32,482.58 | \$ 64,965.17 |
| | FY06 | \$ 19,205.90 | \$ 3,693.75 | \$ 22,899.65 | 1.020 | \$ 23,362.29 | \$ 46,724.58 |
| | FY05 | \$ 13,227.30 | \$ - | \$ 13,227.30 | 1.033 | \$ 13,669.90 | \$ 27,339.79 |
| | | | | | | Total | \$ 196,017.34 |
| | | | | | | Average | \$ 49,004.34 |
| | | | | | | Percentage | 6.7% |
| NAS Whidbey Island Squadrons | FY08 | \$ 78,811.34 | \$ 1,350.00 | \$ 80,161.34 | 1.000 | \$ 80,161.34 | \$ 160,322.68 |
| | FY07 | \$ 98,647.86 | \$ 658.00 | \$ 99,305.86 | 1.010 | \$ 100,279.13 | \$ 200,558.26 |
| | FY06 | \$ 82,838.66 | \$ 4,051.25 | \$ 86,889.91 | 1.020 | \$ 88,645.34 | \$ 177,290.69 |
| | FY05 | \$ 72,815.71 | \$ - | \$ 72,815.71 | 1.033 | \$ 75,252.19 | \$ 150,504.38 |
| | | | | | | Total | \$ 688,676.01 |
| | | | | | | Average | \$ 172,169.00 |
| | | | | | | Percentage | 23.5% |
| NAS Fallon Squadrons | FY08 | \$ - | \$ - | \$ - | 1.000 | \$ - | \$ - |
| | FY07 | \$ 8,144.96 | \$ 20,030.00 | \$ 28,174.96 | 1.010 | \$ 28,451.10 | \$ 56,902.19 |
| | FY06 | \$ - | \$ - | \$ - | 1.020 | \$ - | \$ - |
| | FY05 | \$ - | \$ - | \$ - | 1.033 | \$ - | \$ - |
| | | | | | | Total | \$ 56,902.19 |
| | | | | | | Average | \$ 56,902.19 |
| | | | | | | Percentage | 1.9% |



Table 35. Current In-Use IMRL with Associated Costs

| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|---------------|-------------------------------|-------------|
| 1 | 1303 | 3920-01-501-4583 | 7379 | PD5-5011-0001 | SPARK-RESISTANT ALUM | \$663.00 |
| 2 | 9294 | 5120-00-864-4547 | 19397 | 23 | EXTRACTOR,CHAFF SLE TL762 | \$31.00 |
| 3 | 9294 | 5120-00-864-4547 | 19379 | 21 | EXTRACTOR,CHAFF SLE TL762 | \$31.00 |
| 4 | 9294 | 5120-00-864-4547 | 19379 | 22 | EXTRACTOR,CHAFF SLE TL762 | \$31.00 |
| 5 | 208000 | 4930-00-590-3787 | 84997 | JBC0097 | ADAPTER ASSY, GROUND FUEL | \$4,274.50 |
| 6 | 975099 | 4940-01-286-7079 | 6090 | 1522 | HEATING TOOL, COMPRESSED | \$3,428.62 |
| 7 | 1517501 | 5120-00-090-9966 | 2387 | 1 | WRENCH, N2 BOTTLE RECEIVER | \$283.00 |
| 8 | 8766012 | 1005-00-650-8210 | 19206 | PD5-07184-002 | ROD CLEANING | \$73.34 |
| 9 | 8766012 | 1005-00-650-8210 | 19206 | PD5-07184-001 | ROD CLEANING | \$73.34 |
| 10 | 0020SS | 4940-01-058-5267 | 21361 | PE4-796 | FOAM GENERATOR,WATERLESS-20 | \$3,232.00 |
| 11 | 1171AS100-1 | 1730-01-016-1968 | 2997 | QQU924 | HLU-256/E HOISTING BAR MANUAL | \$708.00 |
| 12 | 1171AS100-1 | 1730-01-016-1968 | 9N498 | QUQ257 | HLU-256/E HOISTING BAR MANUAL | \$708.00 |
| 13 | 1171AS100-1 | 1730-01-016-1968 | 53327 | QQU435 | HLU-256/E HOISTING BAR MANUAL | \$708.00 |
| 14 | 1171AS100-1 | 1730-01-016-1968 | 53327 | QQU828 | HLU-256/E HOISTING BAR MANUAL | \$708.00 |
| 15 | 1328AS525 | 4935-01-311-0313 | 2387 | PD5-7019-001 | ADAPTER ASSY BRU-32/33 | \$852.00 |
| 16 | 1328AS525 | 4935-01-311-0313 | 2387 | PD5-7019-002 | ADAPTER ASSY BRU-32/33 | \$852.00 |
| 17 | 1328AS525 | 4935-01-311-0313 | 7D457 | PD5-07172-001 | ADAPTER ASSY BRU-32/33 | \$852.00 |
| 18 | 1353AS100-1 | 1730-01-161-8623 | 0A396 | PTG525 | HOIST, BOMB, HLU-288/E | \$16,405.00 |
| 19 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-026 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 20 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-025 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 21 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6256-016 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 22 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-024 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 23 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6255-020 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 24 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-029 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 25 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-031 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 26 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-033 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 27 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-034 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 28 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6255-012 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 29 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6255-015 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 30 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6255-019 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|---------------|-------------------------------|---------|
| 31 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6255-026 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 32 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6255-031 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 33 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6255-032 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 34 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-023 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 35 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6256-002 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 36 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-030 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 37 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6261-006 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 38 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6261-008 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 39 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6261-019 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 40 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6261-042 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 41 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6265-011 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 42 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-6255-080 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 43 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-001 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 44 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-032 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 45 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-022 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 46 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PF5-07176-027 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 47 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-002 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 48 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-003 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 49 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-004 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 50 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-005 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 51 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-007 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 52 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-008 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 53 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-009 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 54 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-011 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 55 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-012 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 56 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-020 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 57 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-013 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 58 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-021 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 59 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-019 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 60 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-018 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|---------------|-------------------------------|------------|
| 61 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-016 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 62 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-015 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 63 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-017 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 64 | 14MTC/1512 | 1730-01-283-0579 | 94658 | PD5-07176-014 | TIEDOWN, AIRCRAFT, 9 FT, TYPE | \$84.00 |
| 65 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-016 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 66 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-010 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 67 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-011 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 68 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-012 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 69 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-013 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 70 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-017 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 71 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-015 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 72 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-009 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 73 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-003 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 74 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-019 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 75 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-018 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 76 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-014 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 77 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-008 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 78 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-007 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 79 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-006 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 80 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-021 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 81 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-004 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 82 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-002 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 83 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-001 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 84 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-024 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 85 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-020 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 86 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-022 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 87 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-023 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 88 | 1509AS300-2 | 1730-01-209-4661 | 1BR99 | PD5-6263-005 | WHEEL CHOCK, LAND BASED | \$219.00 |
| 89 | 152-8069 | 4920-01-213-2080 | 72429 | PD5-5140-011 | HOSE REEL LOCK | \$699.00 |
| 90 | 1582AS500-2 | 4920-01-422-8691 | 99251 | NUL018 | TEST SET, AIRCRAFT OXYGEN | \$4,570.00 |
| | | | | | | |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|---------------|---------------------------------|-------------|
| 91 | 160016-1 | UNK | 91145 | 1 | SOCKET,WRENCH,FACE SPANNER- | UNK |
| 92 | 160336-1 | 4920-01-436-4140 | 47615 | SSV206422 | ACCESSORY SET,INTERFACE | \$759.00 |
| 93 | 1696AS400 | 6625-01-429-9847 | 0BJ50 | SVV101 | GUN ELECTRICAL CIRCUIT TEST SET | \$3,967.20 |
| 94 | 178AS1320 | 4920-00-106-7588 | 93953 | PD5-7023-0001 | ADAPTER, TEST - W3 U/W | \$433.00 |
| 95 | 178AS1320 | 4920-00-106-7588 | 93953 | PYB-280-2 | ADAPTER, TEST - W3 U/W | \$433.00 |
| 96 | 178AS1320 | 4920-00-106-7588 | 95692 | PD5-7029-0001 | ADAPTER, TEST - W3 U/W | \$433.00 |
| 97 | 178AS300 | 4920-00-106-7587 | 2387 | 30 | ADAPTER,TEST W-2 | \$374.00 |
| 98 | 178AS300 | 4920-00-106-7587 | 2387 | 31 | ADAPTER,TEST W-2 | \$374.00 |
| 99 | 178AS300 | 4920-00-106-7587 | 2387 | 34 | ADAPTER,TEST W-2 | \$374.00 |
| 100 | 178AS300 | 4920-00-106-7587 | 2387 | 35 | ADAPTER,TEST W-2 | \$374.00 |
| 101 | 178AS310 | 4920-00-106-7586 | 2387 | 30 | ADAPTER ASSEMBLY - W6 | \$627.00 |
| 102 | 178AS310 | 4920-00-106-7586 | 2387 | 29 | ADAPTER ASSEMBLY - W6 | \$627.00 |
| 103 | 178AS310 | 4920-00-106-7586 | 2387 | 25 | ADAPTER ASSEMBLY - W6 | \$627.00 |
| 104 | 178AS310 | 4920-00-106-7586 | 2387 | 26 | ADAPTER ASSEMBLY - W6 | \$627.00 |
| 105 | 178AS535 | 4920-01-015-4772 | 2387 | PD50022 | ADAPTER, TEST W-30 U/W | \$1,210.25 |
| 106 | 178AS535 | 4920-01-015-4772 | 51478 | PD5076 | ADAPTER, TEST W-30 U/W | \$1,210.25 |
| 107 | 178AS535 | 4920-01-015-4772 | 66791 | PE3-99228-074 | ADAPTER, TEST W-30 U/W | \$1,210.25 |
| 108 | 178AS535 | 4920-01-015-4772 | 66791 | PE3-99228-076 | ADAPTER, TEST W-30 U/W | \$1,210.25 |
| 109 | 178AS890 | 4920-01-355-2015 | 2387 | AE4230-1 | ADAPTER ASSEMBLY W46 U/W | \$13,001.00 |
| 110 | 178AS890 | 4920-01-355-2015 | 2387 | PD5-07177-009 | ADAPTER ASSEMBLY W46 U/W | \$13,001.00 |
| 111 | 178AS910 | 6625-01-360-8185 | 2387 | 49 | STRAY VOLTAGE TEST LEAD | \$12,609.00 |
| 112 | 1876AS100-1 | 5520-01-301-9247 | 62212 | PC4-463 | GAUGE,FUEL ADAPTER | \$337.00 |
| 113 | 2001MC | 4920-01-092-7266 | 53526 | 472 | FLUID MAKE-UP UNIT, LIQUID | \$7,779.00 |
| 114 | 2001MC | 4920-01-092-7266 | 53526 | 450 | FLUID MAKE-UP UNIT, LIQUID | \$7,779.00 |
| 115 | 2021AS244 | 4920-01-530-0201 | 2591 | 138 | BREECH TOOL | \$204.00 |
| 116 | 2021AS244 | 4920-01-530-0201 | 2591 | 139 | BREECH TOOL | \$204.00 |
| 117 | 206RB-1 | 3530-01-507-4081 | 90338 | SHR1211594 | SEWING MACHINE INDUSTRIAL | \$1,088.80 |
| 118 | 207AS1000 | 4920-00-138-7090 | 2387 | 353 | TEST SET, FUZE FUNCTION | \$51,811.00 |
| 119 | 207AS1000 | 4920-00-138-7090 | 2387 | 459 | TEST SET, FUZE FUNCTION | \$51,811.00 |
| 120 | 2087301-01 | 4920-01-516-0746 | 0BYY1 | 755 | PARTICLE COUNTER ASSY , | \$10,000.00 |
| | | | | | | |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|---------------|------------------|---------|---------------|--------------------------------|-------------|
| 121 | 21C14022P03 | 1730-01-436-9882 | 99207 | PD5-07204-008 | COVER-MULTI USE, F414/F404 | \$167.00 |
| 122 | 21C14022P03 | 1730-01-436-9882 | 99207 | PD5-07204-003 | COVER-MULTI USE, F414/F404 | \$167.00 |
| 123 | 21C14022P03 | 1730-01-436-9882 | 99207 | PD5-07204-004 | COVER-MULTI USE, F414/F404 | \$167.00 |
| 124 | 21C14022P03 | 1730-01-436-9882 | 99207 | PD5-07204-005 | COVER-MULTI USE, F414/F404 | \$167.00 |
| 125 | 21C14022P03 | 1730-01-436-9882 | 99207 | PD5-07204-006 | COVER-MULTI USE, F414/F404 | \$167.00 |
| 126 | 21C14022P03 | 1730-01-436-9882 | 99207 | PD5-07204-007 | COVER-MULTI USE, F414/F404 | \$167.00 |
| 127 | 21C14039P03 | 1730-01-436-9883 | 99207 | PD5-07204-009 | COVER-VEN, A/B | \$289.00 |
| 128 | 21C14039P03 | 1730-01-436-9883 | 99207 | PD5-07204-010 | COVER-VEN, A/B | \$289.00 |
| 129 | 21C14806G03 | 4940-01-462-5378 | 99207 | P9FE95 | ADAPTER,SET,VEN ACTUATION | \$1,932.00 |
| 130 | 21C14809G03 | 4920-01-537-1879 | 2571 | 2 | SET, GAGE, VEN ACTUATOR | \$1,314.00 |
| 131 | 21C7471P01 | 4920-01-166-4626 | 57163 | LKE-4356-043 | SET,GAGE, SCRATCH INSPECTION- | \$2,158.00 |
| 132 | 21C8213P01 | 5120-01-092-7321 | 7482 | 1249 | WRENCH, EXTENSION ACTUATOR, | \$159.00 |
| 133 | 21C8213P01 | 5120-01-092-7321 | 7482 | 1256 | WRENCH, EXTENSION ACTUATOR, | \$159.00 |
| 134 | 3038AS120 | 4935-01-382-9601 | 13672 | 1 | TESTER,PLUG,LAUNCH ADAPTER | \$258.72 |
| 135 | 31-301-8067 | 4920-01-226-5195 | 72429 | 10 | DROGUE HANDLING TOOL | \$3,298.00 |
| 136 | 31-301-8192-1 | 4920-01-474-4682 | 72429 | 133 | TEST SET, ACFT REFUELING | \$6,109.00 |
| 137 | 31-301-8201 | 6150-01-302-8662 | 72429 | 4070-0054 | TEST CABLE ASSEMBLY | \$5,031.00 |
| 138 | 3181AS82001 | 1450-01-389-8658 | 6668 | 101 | ADAPTER,TROLLEY MISSILE | \$2,214.00 |
| 139 | 3181AS82001 | 1450-01-389-8658 | 6668 | 1091 | ADAPTER,TROLLEY MISSILE | \$2,214.00 |
| 140 | 3221AS820-2 | 5180-01-505-3969 | 80020 | 50 | MIDS BATTERY TOOL SET | \$1,701.00 |
| 141 | 3222AS600-1 | 3940-01-382-8755 | 7M676 | 008X | ADAPTER,EXTENSION | \$437.00 |
| 142 | 3222AS700-1 | 3940-01-455-6981 | 02FV6 | 274033 | ADAPTER,EXTENSION | \$439.00 |
| 143 | 3248AS200-1 | 4920-01-463-3479 | 80020 | TLC-013 | ADAPTER TOOL, OBOGS | \$3,162.00 |
| 144 | 3248AS300-1 | 4920-01-519-5220 | 80020 | 4824-0044 | OBOGS SYSTEM LEAKAGE ADAPTER | \$2,498.00 |
| 145 | 3308AS100-2 | 5935-01-467-9484 | 28638 | TRU005 | TOOL SET,WIRING SYSTEM REPAIR | \$25,000.00 |
| 146 | 3359AS2000-2 | 7025-01-475-2041 | 7200000 | TFU0128 | MEMORY LOADER-VERIFIER SET | \$24,630.00 |
| 147 | 3359AS853 | 6150-01-415-5860 | 7200000 | SVF0043 | ON-463/USQ-131 | \$5,501.00 |
| 148 | 3389AS400-001 | 4920-01-412-0557 | 12255 | SSX00176 | TEST SET, CMDS SV/FLPS AN/ALM- | \$13,160.00 |
| 149 | 3397AS1100 | 6150-01-444-0644 | 0KB09 | PD5-7164-0002 | CABLE ASSY, COMMON FILL, U/W | \$986.00 |
| 150 | 3397AS1100 | 6150-01-444-0644 | 0KB09 | PD5-7164-0001 | CABLE ASSY, COMMON FILL, U/W | \$986.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|----------------|------------------|---------|---------------|--------------------------------|--------------|
| 151 | 3456AS100-2 | N/A | LOCAL | PD5-07204-002 | JUMPER CABLE ASSEMBLY | UNK |
| 152 | 3456AS300-1 | 4920-01-475-2032 | 0GHS0 | TMS004 | POWER INTERFACE TEST SET | \$6,324.00 |
| 153 | 3476AS300-1 | 4920-01-196-9921 | 80020 | 14673-37 | TORQUE LIMITER | \$110.84 |
| 154 | 3590AS100-1 | 1730-01-447-4628 | 8484 | 514 | HOISTING UNIT,BOMB | \$10,000.00 |
| 155 | 3637AS300-1 | 4920-01-527-7755 | 02FV6 | 8 | FIXTURE, ARSIPS RAT HANDLING | \$3,795.00 |
| 156 | 3637AS600-1 | 1730-01-496-3333 | 53247 | TUL087 | COMMON STORES DOLLY | \$45,000.00 |
| 157 | 3637AS600-1 | 1730-01-496-3333 | 53247 | TUL072 | COMMON STORES DOLLY | \$45,000.00 |
| 158 | 3637AS600-1 | 1730-01-496-3333 | 53247 | TUL073 | COMMON STORES DOLLY | \$45,000.00 |
| 159 | 3637AS600-1 | 1730-01-496-3333 | 53247 | TUL074 | COMMON STORES DOLLY | \$45,000.00 |
| 160 | 3637AS600-1 | 1730-01-496-3333 | 53247 | TUL076 | COMMON STORES DOLLY | \$45,000.00 |
| 161 | 3637AS600-1 | 1730-01-496-3333 | 53247 | TUL086 | COMMON STORES DOLLY | \$45,000.00 |
| 162 | 3638AS100-1 | 4920-01-452-9026 | 7200000 | 79 | TEST SET, FIRING CIRCUIT | \$18,471.00 |
| 163 | 3638AS100-1 | 4920-01-452-9026 | 7200000 | 583 | TEST SET, FIRING CIRCUIT | \$18,471.00 |
| 164 | 3673AS100-3 | 4920-01-514-3404 | 12255 | UCX231 | COMMON O-LEVEL ARMAMENT | \$25,000.00 |
| 165 | 3673AS100-3 | 4920-01-514-3404 | 12255 | TQC110 | COMMON O-LEVEL ARMAMENT | \$25,000.00 |
| 166 | 3673AS570-1 | 6120-01-542-0060 | 12255 | 179 | POWER SUPPLY, EXTERNAL 28V | \$253.00 |
| 167 | 3673AS570-1 | 6120-01-542-0060 | 12255 | 258 | POWER SUPPLY, EXTERNAL 28V | \$253.00 |
| 168 | 3673AS819-1 | 4920-01-517-5646 | 12255 | UFB474 | CABLE ASSY SET, ID, F/A-18E/F, | \$10,000.00 |
| 169 | 3673AS819-1 | 4920-01-517-5646 | 12255 | UFB472 | CABLE ASSY SET, ID, F/A-18E/F, | \$10,000.00 |
| 170 | 3673AS819-1 | 4920-01-517-5646 | 12255 | TQC401 | CABLE ASSY SET, ID, F/A-18E/F, | \$10,000.00 |
| 171 | 3673AS819-1 | 4920-01-517-5646 | 12255 | UBT492 | CABLE ASSY SET, ID, F/A-18E/F, | \$10,000.00 |
| 172 | 3673AS819-1 | 4920-01-517-5646 | 12255 | UFB473 | CABLE ASSY SET, ID, F/A-18E/F, | \$10,000.00 |
| 173 | 37534-40001-20 | 4920-01-461-6316 | 97384 | 132 | JOINT SERVICE ELECT COMBAT SYS | \$183,467.00 |
| 174 | 38033-42110-10 | 6150-01-487-1465 | 97384 | 37 | TEST PROGRAM INTERFACE | \$10,844.00 |
| 175 | 3865AS450-1 | 5940-01-539-9071 | 80020 | 17 | RF CABLE ADAPTER SET | \$2,846.00 |
| 176 | 3867AS240-1 | 4920-01-552-4424 | 80020 | 25 | ULTRAVIOLET LIGHT SET | \$949.00 |
| 177 | 3929AS4001 | 4920-01-549-4996 | 64811 | 1810 | GO NO GO FORWARD RA | \$83.00 |
| 178 | 3929AS4001 | 4920-01-549-4996 | 64811 | 1811 | GO NO GO FORWARD RA | \$83.00 |
| 179 | 3929AS4001 | 4920-01-549-4996 | 64811 | 1809 | GO NO GO FORWARD RA | \$83.00 |
| 180 | 3929AS4001 | 4920-01-549-4996 | 64811 | 1812 | GO NO GO FORWARD RA | \$83.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|----------------|------------------|-------|---------------|--------------------------------|-------------|
| 181 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07177-015 | ADAPTER CABLE | \$972.00 |
| 182 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07177-004 | ADAPTER CABLE | \$972.00 |
| 183 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07176-036 | ADAPTER CABLE | \$972.00 |
| 184 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07176-037 | ADAPTER CABLE | \$972.00 |
| 185 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07177-001 | ADAPTER CABLE | \$972.00 |
| 186 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07177-002 | ADAPTER CABLE | \$972.00 |
| 187 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07177-003 | ADAPTER CABLE | \$972.00 |
| 188 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07177-006 | ADAPTER CABLE | \$972.00 |
| 189 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07177-007 | ADAPTER CABLE | \$972.00 |
| 190 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07177-008 | ADAPTER CABLE | \$972.00 |
| 191 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07177-005 | ADAPTER CABLE | \$972.00 |
| 192 | 40916-3 | 4920-00-969-1373 | 4577 | PD5-07177-014 | ADAPTER CABLE | \$972.00 |
| 193 | 4820-0039-1 | 4810-01-493-2024 | 5172 | 5870-033 | REGULATOR, FLOW CONTROL ASSY | \$12,750.00 |
| 194 | 4SE01600 | 6605-01-543-3754 | 28638 | PD5-07200-001 | ADF TEST SET ANTENNA | \$700.00 |
| 195 | 50361-5001 | 6625-00-034-6433 | 77327 | PSW143 | TEST SET, RF POWER | \$15,600.00 |
| 196 | 534AS100-1 | 1730-01-141-2284 | 32067 | 76-1068 | ANCHOR FITTING ASSY | \$141.00 |
| 197 | 534AS100-1 | 1730-01-141-2284 | 32067 | 76-1099 | ANCHOR FITTING ASSY | \$141.00 |
| 198 | X55C9332 | 5120-00-627-8469 | 7192 | PD5-07204-001 | WRENCH - FLIGHT REFUELING | \$792.35 |
| 199 | 57L414 | 6630-00-150-6486 | 8071 | D94194 | KIT, HYDRAULIC FLUID | \$3,174.00 |
| 200 | 58A164D823 | 4935-01-092-7262 | 40137 | PE6-612 | TOOL, REMOVAL | \$505.00 |
| 201 | 61205-40210-10 | 4920-01-360-7208 | 97384 | 140 | INTERCONNECTING GROUP | \$11,800.00 |
| 202 | 616188-1L | 1730-00-103-0701 | 1BS92 | 19 | TROLLEY, MULTIPLE STORES (HLK- | \$978.00 |
| 203 | 616188-1L | 1730-00-103-0701 | 1BS92 | 243 | TROLLEY, MULTIPLE STORES (HLK- | \$978.00 |
| 204 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-009 | TIE DOWN, ACFT SE | \$82.00 |
| 205 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-003 | TIE DOWN, ACFT SE | \$82.00 |
| 206 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-004 | TIE DOWN, ACFT SE | \$82.00 |
| 207 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-005 | TIE DOWN, ACFT SE | \$82.00 |
| 208 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-006 | TIE DOWN, ACFT SE | \$82.00 |
| 209 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-018 | TIE DOWN, ACFT SE | \$82.00 |
| 210 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-008 | TIE DOWN, ACFT SE | \$82.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|---------------|-------------------|---------|
| 211 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-017 | TIE DOWN, ACFT SE | \$82.00 |
| 212 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-010 | TIE DOWN, ACFT SE | \$82.00 |
| 213 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-011 | TIE DOWN, ACFT SE | \$82.00 |
| 214 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-012 | TIE DOWN, ACFT SE | \$82.00 |
| 215 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-013 | TIE DOWN, ACFT SE | \$82.00 |
| 216 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-014 | TIE DOWN, ACFT SE | \$82.00 |
| 217 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-015 | TIE DOWN, ACFT SE | \$82.00 |
| 218 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-001 | TIE DOWN, ACFT SE | \$82.00 |
| 219 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-007 | TIE DOWN, ACFT SE | \$82.00 |
| 220 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-082 | TIE DOWN, ACFT SE | \$82.00 |
| 221 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-068 | TIE DOWN, ACFT SE | \$82.00 |
| 222 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-071 | TIE DOWN, ACFT SE | \$82.00 |
| 223 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-074 | TIE DOWN, ACFT SE | \$82.00 |
| 224 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-077 | TIE DOWN, ACFT SE | \$82.00 |
| 225 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-078 | TIE DOWN, ACFT SE | \$82.00 |
| 226 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-001 | TIE DOWN, ACFT SE | \$82.00 |
| 227 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-081 | TIE DOWN, ACFT SE | \$82.00 |
| 228 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-019 | TIE DOWN, ACFT SE | \$82.00 |
| 229 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-090 | TIE DOWN, ACFT SE | \$82.00 |
| 230 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-083 | TIE DOWN, ACFT SE | \$82.00 |
| 231 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-084 | TIE DOWN, ACFT SE | \$82.00 |
| 232 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-085 | TIE DOWN, ACFT SE | \$82.00 |
| 233 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-086 | TIE DOWN, ACFT SE | \$82.00 |
| 234 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-087 | TIE DOWN, ACFT SE | \$82.00 |
| 235 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-088 | TIE DOWN, ACFT SE | \$82.00 |
| 236 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-089 | TIE DOWN, ACFT SE | \$82.00 |
| 237 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-079 | TIE DOWN, ACFT SE | \$82.00 |
| 238 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-029 | TIE DOWN, ACFT SE | \$82.00 |
| 239 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-021 | TIE DOWN, ACFT SE | \$82.00 |
| 240 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-022 | TIE DOWN, ACFT SE | \$82.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|---------------|-------------------|---------|
| 241 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-023 | TIE DOWN, ACFT SE | \$82.00 |
| 242 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-024 | TIE DOWN, ACFT SE | \$82.00 |
| 243 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-025 | TIE DOWN, ACFT SE | \$82.00 |
| 244 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-026 | TIE DOWN, ACFT SE | \$82.00 |
| 245 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-029 | TIE DOWN, ACFT SE | \$82.00 |
| 246 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-028 | TIE DOWN, ACFT SE | \$82.00 |
| 247 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-016 | TIE DOWN, ACFT SE | \$82.00 |
| 248 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-030 | TIE DOWN, ACFT SE | \$82.00 |
| 249 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-031 | TIE DOWN, ACFT SE | \$82.00 |
| 250 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-032 | TIE DOWN, ACFT SE | \$82.00 |
| 251 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-033 | TIE DOWN, ACFT SE | \$82.00 |
| 252 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-034 | TIE DOWN, ACFT SE | \$82.00 |
| 253 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-036 | TIE DOWN, ACFT SE | \$82.00 |
| 254 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-037 | TIE DOWN, ACFT SE | \$82.00 |
| 255 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-027 | TIE DOWN, ACFT SE | \$82.00 |
| 256 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-030 | TIE DOWN, ACFT SE | \$82.00 |
| 257 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-021 | TIE DOWN, ACFT SE | \$82.00 |
| 258 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-022 | TIE DOWN, ACFT SE | \$82.00 |
| 259 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-023 | TIE DOWN, ACFT SE | \$82.00 |
| 260 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-024 | TIE DOWN, ACFT SE | \$82.00 |
| 261 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-025 | TIE DOWN, ACFT SE | \$82.00 |
| 262 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-026 | TIE DOWN, ACFT SE | \$82.00 |
| 263 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-027 | TIE DOWN, ACFT SE | \$82.00 |
| 264 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-020 | TIE DOWN, ACFT SE | \$82.00 |
| 265 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-066 | TIE DOWN, ACFT SE | \$82.00 |
| 266 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-018 | TIE DOWN, ACFT SE | \$82.00 |
| 267 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-044 | TIE DOWN, ACFT SE | \$82.00 |
| 268 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-002 | TIE DOWN, ACFT SE | \$82.00 |
| 269 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-004 | TIE DOWN, ACFT SE | \$82.00 |
| 270 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-005 | TIE DOWN, ACFT SE | \$82.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|---------------|-------------------|---------|
| 271 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-010 | TIE DOWN, ACFT SE | \$82.00 |
| 272 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-011 | TIE DOWN, ACFT SE | \$82.00 |
| 273 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-020 | TIE DOWN, ACFT SE | \$82.00 |
| 274 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6256-028 | TIE DOWN, ACFT SE | \$82.00 |
| 275 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-028 | TIE DOWN, ACFT SE | \$82.00 |
| 276 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-006 | TIE DOWN, ACFT SE | \$82.00 |
| 277 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-020 | TIE DOWN, ACFT SE | \$82.00 |
| 278 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-021 | TIE DOWN, ACFT SE | \$82.00 |
| 279 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-022 | TIE DOWN, ACFT SE | \$82.00 |
| 280 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-023 | TIE DOWN, ACFT SE | \$82.00 |
| 281 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-024 | TIE DOWN, ACFT SE | \$82.00 |
| 282 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-025 | TIE DOWN, ACFT SE | \$82.00 |
| 283 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-018 | TIE DOWN, ACFT SE | \$82.00 |
| 284 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-027 | TIE DOWN, ACFT SE | \$82.00 |
| 285 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-017 | TIE DOWN, ACFT SE | \$82.00 |
| 286 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-029 | TIE DOWN, ACFT SE | \$82.00 |
| 287 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-030 | TIE DOWN, ACFT SE | \$82.00 |
| 288 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-001 | TIE DOWN, ACFT SE | \$82.00 |
| 289 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-002 | TIE DOWN, ACFT SE | \$82.00 |
| 290 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-003 | TIE DOWN, ACFT SE | \$82.00 |
| 291 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-004 | TIE DOWN, ACFT SE | \$82.00 |
| 292 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-047 | TIE DOWN, ACFT SE | \$82.00 |
| 293 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-026 | TIE DOWN, ACFT SE | \$82.00 |
| 294 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-009 | TIE DOWN, ACFT SE | \$82.00 |
| 295 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-038 | TIE DOWN, ACFT SE | \$82.00 |
| 296 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-001 | TIE DOWN, ACFT SE | \$82.00 |
| 297 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-002 | TIE DOWN, ACFT SE | \$82.00 |
| 298 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-003 | TIE DOWN, ACFT SE | \$82.00 |
| 299 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-004 | TIE DOWN, ACFT SE | \$82.00 |
| 300 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-005 | TIE DOWN, ACFT SE | \$82.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|---------------|-------------------|---------|
| 301 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-006 | TIE DOWN, ACFT SE | \$82.00 |
| 302 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-019 | TIE DOWN, ACFT SE | \$82.00 |
| 303 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-008 | TIE DOWN, ACFT SE | \$82.00 |
| 304 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-007 | TIE DOWN, ACFT SE | \$82.00 |
| 305 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-010 | TIE DOWN, ACFT SE | \$82.00 |
| 306 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-011 | TIE DOWN, ACFT SE | \$82.00 |
| 307 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-012 | TIE DOWN, ACFT SE | \$82.00 |
| 308 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-013 | TIE DOWN, ACFT SE | \$82.00 |
| 309 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-014 | TIE DOWN, ACFT SE | \$82.00 |
| 310 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-015 | TIE DOWN, ACFT SE | \$82.00 |
| 311 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-016 | TIE DOWN, ACFT SE | \$82.00 |
| 312 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6242-007 | TIE DOWN, ACFT SE | \$82.00 |
| 313 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-048 | TIE DOWN, ACFT SE | \$82.00 |
| 314 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-005 | TIE DOWN, ACFT SE | \$82.00 |
| 315 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-036 | TIE DOWN, ACFT SE | \$82.00 |
| 316 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-037 | TIE DOWN, ACFT SE | \$82.00 |
| 317 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-039 | TIE DOWN, ACFT SE | \$82.00 |
| 318 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-040 | TIE DOWN, ACFT SE | \$82.00 |
| 319 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-041 | TIE DOWN, ACFT SE | \$82.00 |
| 320 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-043 | TIE DOWN, ACFT SE | \$82.00 |
| 321 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-034 | TIE DOWN, ACFT SE | \$82.00 |
| 322 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-046 | TIE DOWN, ACFT SE | \$82.00 |
| 323 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-033 | TIE DOWN, ACFT SE | \$82.00 |
| 324 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-049 | TIE DOWN, ACFT SE | \$82.00 |
| 325 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-051 | TIE DOWN, ACFT SE | \$82.00 |
| 326 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-053 | TIE DOWN, ACFT SE | \$82.00 |
| 327 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-054 | TIE DOWN, ACFT SE | \$82.00 |
| 328 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-055 | TIE DOWN, ACFT SE | \$82.00 |
| 329 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-056 | TIE DOWN, ACFT SE | \$82.00 |
| 330 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-058 | TIE DOWN, ACFT SE | \$82.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|---------------|-------------------|---------|
| 331 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-046 | TIE DOWN, ACFT SE | \$82.00 |
| 332 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-022 | TIE DOWN, ACFT SE | \$82.00 |
| 333 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-008 | TIE DOWN, ACFT SE | \$82.00 |
| 334 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-009 | TIE DOWN, ACFT SE | \$82.00 |
| 335 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-010 | TIE DOWN, ACFT SE | \$82.00 |
| 336 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-013 | TIE DOWN, ACFT SE | \$82.00 |
| 337 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-014 | TIE DOWN, ACFT SE | \$82.00 |
| 338 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-016 | TIE DOWN, ACFT SE | \$82.00 |
| 339 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-017 | TIE DOWN, ACFT SE | \$82.00 |
| 340 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-035 | TIE DOWN, ACFT SE | \$82.00 |
| 341 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-021 | TIE DOWN, ACFT SE | \$82.00 |
| 342 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-060 | TIE DOWN, ACFT SE | \$82.00 |
| 343 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-023 | TIE DOWN, ACFT SE | \$82.00 |
| 344 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-024 | TIE DOWN, ACFT SE | \$82.00 |
| 345 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-025 | TIE DOWN, ACFT SE | \$82.00 |
| 346 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-027 | TIE DOWN, ACFT SE | \$82.00 |
| 347 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-028 | TIE DOWN, ACFT SE | \$82.00 |
| 348 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-029 | TIE DOWN, ACFT SE | \$82.00 |
| 349 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-030 | TIE DOWN, ACFT SE | \$82.00 |
| 350 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6255-018 | TIE DOWN, ACFT SE | \$82.00 |
| 351 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-021 | TIE DOWN, ACFT SE | \$82.00 |
| 352 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-010 | TIE DOWN, ACFT SE | \$82.00 |
| 353 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-011 | TIE DOWN, ACFT SE | \$82.00 |
| 354 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-012 | TIE DOWN, ACFT SE | \$82.00 |
| 355 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-013 | TIE DOWN, ACFT SE | \$82.00 |
| 356 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-014 | TIE DOWN, ACFT SE | \$82.00 |
| 357 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-015 | TIE DOWN, ACFT SE | \$82.00 |
| 358 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-016 | TIE DOWN, ACFT SE | \$82.00 |
| 359 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-017 | TIE DOWN, ACFT SE | \$82.00 |
| 360 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-018 | TIE DOWN, ACFT SE | \$82.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|---------------|-------------------|---------|
| 361 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-009 | TIE DOWN, ACFT SE | \$82.00 |
| 362 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-020 | TIE DOWN, ACFT SE | \$82.00 |
| 363 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-026 | TIE DOWN, ACFT SE | \$82.00 |
| 364 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-022 | TIE DOWN, ACFT SE | \$82.00 |
| 365 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-023 | TIE DOWN, ACFT SE | \$82.00 |
| 366 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-024 | TIE DOWN, ACFT SE | \$82.00 |
| 367 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-025 | TIE DOWN, ACFT SE | \$82.00 |
| 368 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-027 | TIE DOWN, ACFT SE | \$82.00 |
| 369 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-043 | TIE DOWN, ACFT SE | \$82.00 |
| 370 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-029 | TIE DOWN, ACFT SE | \$82.00 |
| 371 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-030 | TIE DOWN, ACFT SE | \$82.00 |
| 372 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-039 | TIE DOWN, ACFT SE | \$82.00 |
| 373 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-019 | TIE DOWN, ACFT SE | \$82.00 |
| 374 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-051 | TIE DOWN, ACFT SE | \$82.00 |
| 375 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-008 | TIE DOWN, ACFT SE | \$82.00 |
| 376 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-041 | TIE DOWN, ACFT SE | \$82.00 |
| 377 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-045 | TIE DOWN, ACFT SE | \$82.00 |
| 378 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-047 | TIE DOWN, ACFT SE | \$82.00 |
| 379 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-048 | TIE DOWN, ACFT SE | \$82.00 |
| 380 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-040 | TIE DOWN, ACFT SE | \$82.00 |
| 381 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-028 | TIE DOWN, ACFT SE | \$82.00 |
| 382 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-050 | TIE DOWN, ACFT SE | \$82.00 |
| 383 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-053 | TIE DOWN, ACFT SE | \$82.00 |
| 384 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-054 | TIE DOWN, ACFT SE | \$82.00 |
| 385 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-055 | TIE DOWN, ACFT SE | \$82.00 |
| 386 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-005 | TIE DOWN, ACFT SE | \$82.00 |
| 387 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-007 | TIE DOWN, ACFT SE | \$82.00 |
| 388 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-049 | TIE DOWN, ACFT SE | \$82.00 |
| 389 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-006 | TIE DOWN, ACFT SE | \$82.00 |
| 390 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-056 | TIE DOWN, ACFT SE | \$82.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|----------------|------------------|-------|---------------|---------------------------------|-------------|
| 391 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-004 | TIE DOWN, ACFT SE | \$82.00 |
| 392 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-003 | TIE DOWN, ACFT SE | \$82.00 |
| 393 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-002 | TIE DOWN, ACFT SE | \$82.00 |
| 394 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6262-001 | TIE DOWN, ACFT SE | \$82.00 |
| 395 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-060 | TIE DOWN, ACFT SE | \$82.00 |
| 396 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-059 | TIE DOWN, ACFT SE | \$82.00 |
| 397 | 61A101D | 1730-00-572-7370 | 96603 | PD5-6261-058 | TIE DOWN, ACFT SE | \$82.00 |
| 398 | 61A108J1-1 | 4930-00-888-5119 | 54132 | A12417 | PRE OILER-PRESSURE FILL TANK | \$5,352.00 |
| 399 | 620900-02-01 | 4931-01-494-6768 | 9344 | 62 | TEST SET, HELMET MOUNTED | \$37,828.00 |
| 400 | 620900-02-01 | 4931-01-494-6768 | 9344 | 101 | TEST SET, HELMET MOUNTED | \$37,828.00 |
| 401 | 630AS100-11 | 1730-01-088-4611 | 82386 | PD5100 | FLUID SERV UNIT, HYD, HAND PUMP | \$2,293.00 |
| 402 | 64A127J1-1 | 1740-00-944-5498 | 12239 | 00147A | CRADLE - TRANSPORTATION, | \$1,848.85 |
| 403 | 65A101H47-1 | 1730-01-309-3815 | 32067 | 274033 | BAND, HOIST (HEAVY GAUGE) | \$529.00 |
| 404 | 65A101H48-1 | 1730-01-360-3842 | 32067 | 710029 | BAND, HOISTING SHORT HVY GA | \$77.00 |
| 405 | 665AS848 | 5210-01-325-9287 | 7F311 | 12 | GAUGE, SWAY BRACE | \$91.00 |
| 406 | 665AS848 | 5210-01-325-9287 | 7F311 | 13 | GAUGE, SWAY BRACE | \$91.00 |
| 407 | 6SE00873-1 | 4935-01-100-5297 | 12758 | PSS269 | MISSILE LAUNCHER TROLLEY-HLK- | \$1,126.00 |
| 408 | 6SE00873-1 | 4935-01-100-5297 | 12758 | PSS008 | MISSILE LAUNCHER TROLLEY-HLK- | \$1,126.00 |
| 409 | 74D110054-1001 | 1730-01-048-5516 | 76301 | D-008 | WINDSHIELD SUPPORT | \$1,559.00 |
| 410 | 74D110054-1001 | 1730-01-048-5516 | 76301 | D-035 | WINDSHIELD SUPPORT | \$1,559.00 |
| 411 | 74D110074-1001 | 1730-01-062-2118 | 76301 | 20 | LOCK, AIRCRAFT GROUN | \$2,496.00 |
| 412 | 74D110500-1001 | 1630-01-458-2935 | 76301 | 7 | JACKING BEAM, SPECIAL-FORWARD | \$11,000.00 |
| 413 | 74D110531-1001 | 1730-01-457-9948 | 76301 | 9 | SUPPORT-TRAILING EDGE FLAP | \$10,160.00 |
| 414 | 74D110531-1001 | 1730-01-457-9948 | 76301 | 15 | SUPPORT-TRAILING EDGE FLAP | \$10,160.00 |
| 415 | 74D110531-1001 | 1730-01-457-9948 | 76301 | 5 | SUPPORT-TRAILING EDGE FLAP | \$10,160.00 |
| 416 | 74D110531-1001 | 1730-01-457-9948 | 76301 | 16 | SUPPORT-TRAILING EDGE FLAP | \$10,160.00 |
| 417 | 74D110603-1001 | 4210-01-531-2590 | 0ZVK5 | 34 | ACTUATOR COLLAR LOCK | \$1,400.00 |
| 418 | 74D110603-1001 | 4210-01-531-2590 | 0ZVK5 | 35 | ACTUATOR COLLAR LOCK | \$1,400.00 |
| 419 | 74D110603-1001 | 4210-01-531-2590 | 0ZVK5 | 36 | ACTUATOR COLLAR LOCK | \$1,400.00 |
| 420 | 74D110603-1001 | 4210-01-531-2590 | 0ZVK5 | 37 | ACTUATOR COLLAR LOCK | \$1,400.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|----------------|------------------|-------|---------------|------------------------------------|-------------|
| 421 | 74D110613-1007 | 1730-01-473-3572 | 76301 | 30 | SUPPORT-HORIZONTAL | \$16,700.00 |
| 422 | 74D110613-1007 | 1730-01-473-3572 | 76301 | 36 | SUPPORT-HORIZONTAL | \$16,700.00 |
| 423 | 74D110613-1007 | 1730-01-473-3572 | 76301 | 33 | SUPPORT-HORIZONTAL | \$16,700.00 |
| 424 | 74D110613-1007 | 1730-01-473-3572 | 76301 | 34 | SUPPORT-HORIZONTAL | \$16,700.00 |
| 425 | 74D110614-1001 | 5340-01-459-2315 | 76301 | 38 | PROTECTIVE SET, PYRO ACCESS | \$47,380.00 |
| 426 | 74D110615-1001 | 1730-01-472-9669 | 76301 | 8 | TOOL,LOCK,HORIZONTAL | \$19,142.00 |
| 427 | 74D110615-1002 | 1730-01-473-3573 | 76301 | 7 | TOOL, LOCK, HORIZONTAL | \$11,970.00 |
| 428 | 74D110704-1001 | 5180-01-537-2991 | 2M351 | 21 | LEF SPLINE ADAPTER TOOL SET | \$2,277.00 |
| 429 | 74D110726-1001 | 4920-01-563-0633 | 6651 | 10 | PULLER,LEF ANTENNA, | \$8,310.00 |
| 430 | 74D120000-1001 | 1730-01-074-9908 | 459 | 1 | BRACE,ACFT GROUND SERVICING- | \$3,603.00 |
| 431 | 74D120000-1001 | 1730-01-074-9908 | 459 | 2 | BRACE,ACFT GROUND SERVICING- | \$3,603.00 |
| 432 | 74D120000-1001 | 1730-01-074-9908 | 459 | 3 | BRACE,ACFT GROUND SERVICING- | \$3,603.00 |
| 433 | 74D120000-1001 | 1730-01-074-9908 | 459 | 4 | BRACE,ACFT GROUND SERVICING- | \$3,603.00 |
| 434 | 74D120012-1001 | 4920-01-064-3025 | 32000 | 23 | MAINTENANCE FIXTURE- EJECTION SEAT | \$967.00 |
| 435 | 74D120012-1001 | 4920-01-064-3025 | 32000 | 60 | MAINTENANCE FIXTURE- EJECTION SEAT | \$967.00 |
| 436 | 74D120035-1001 | 4920-01-146-0259 | 76301 | 2 | DUMMY INITR,EXPL DESTRCTR- | \$3,306.00 |
| 437 | 74D120035-1001 | 4920-01-146-0259 | 76301 | 157 | DUMMY INITR,EXPL DESTRCTR- | \$3,306.00 |
| 438 | 74D130017-1001 | 4920-01-063-9352 | 76301 | 141 | BLEEDER ASSY AND PRESSURE | \$4,869.00 |
| 439 | 74D130017-1001 | 4920-01-063-9352 | 76301 | 16 | BLEEDER ASSY AND PRESSURE | \$4,869.00 |
| 440 | 74D130018-1001 | 4720-01-063-5181 | 76301 | 152 | TUBING ASSEMBLY NON-METALLIC | \$286.00 |
| 441 | 74D130018-1001 | 4720-01-063-5181 | 76301 | 175 | TUBING ASSEMBLY NON-METALLIC | \$286.00 |
| 442 | 74D130018-1001 | 4720-01-063-5181 | 76301 | KA1002 | TUBING ASSEMBLY NON-METALLIC | \$286.00 |
| 443 | 74D130019-1001 | 4920-01-144-4047 | 76301 | 38 | ADAPTER,NOSE LANDIN | \$13,218.00 |
| 444 | 74D130035-1001 | 1730-01-163-0263 | 30629 | AT008 | ADAPTER,JACK,SHOCK | \$1,561.00 |
| 445 | 74D130035-1001 | 1730-01-163-0263 | 76301 | ATO153 | ADAPTER,JACK,SHOCK | \$1,561.00 |
| 446 | 74D130507-1003 | 6150-01-470-5084 | 76301 | 9 | CABLE ASSEMBLY,ELECTRICAL | \$4,141.00 |
| 447 | 74D130513-1001 | 5180-01-458-7718 | 76301 | 8 | TOOL SET, A/C MAINT - RR | \$773.00 |
| 448 | 74D130516-1001 | UNK | 19494 | 60 | GAGE SET, AIR PRESSURE | UNK |
| 449 | 74D130518-1001 | 5120-01-460-5873 | 76301 | 7 | WRENCH SET,AXLE NUT-MLG/NLG | \$10,395.00 |
| 450 | 74D130518-1001 | 5120-01-460-5873 | 06YB0 | 78 | WRENCH SET,AXLE NUT-MLG/NLG | \$10,395.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|----------------|------------------|-------|---------------|---------------------------------|-------------|
| 451 | 74D130652-1001 | 4920-01-556-9974 | 76301 | 8 | TOOL, POSITIONING | \$2,100.00 |
| 452 | 74D130652-1001 | 4920-01-556-9974 | 76301 | 9 | TOOL, POSITIONING | \$2,100.00 |
| 453 | 74D140004-1003 | 4920-01-138-8092 | 76301 | 1 | SET- RIGGING PIN, MECH AND | \$2,420.00 |
| 454 | 74D140519-1001 | 6625-01-464-9013 | 76301 | 8 | PLUG,PROGRAMMING,FLIGHT | \$3,711.00 |
| 455 | 74D240103-1001 | 4920-01-065-2752 | 19041 | 8 | ADAPTER,APU | \$8,517.00 |
| 456 | 74D240602-1003 | 1730-01-459-3657 | 76301 | 10 | ADAPTER,AMAD | \$37,320.00 |
| 457 | 74D240603-1001 | 5935-01-472-6227 | 76301 | 5 | PLUG, SHORTING - HYDRAULIC | \$7,910.00 |
| 458 | 74D240606-1001 | 4920-01-457-9928 | 76301 | 6 | ALIGNMENT TOOL, AMAD/ENGINE | \$19,540.00 |
| 459 | 74D290500-1001 | 1730-01-457-0500 | 76301 | 6 | ADAPTER, HOLDBACK - ENGINE | \$4,462.00 |
| 460 | 74D290500-1001 | 1730-01-457-0500 | 76301 | 30 | ADAPTER, HOLDBACK - ENGINE | \$4,462.00 |
| 461 | 74D290507-1001 | 5935-01-468-1614 | 76301 | 1 | PLUG, JUMPER, FADEC | \$505.00 |
| 462 | 74D290600-1003 | 1730-01-459-3653 | 76301 | 17 | SCREEN, ENGINE GROUND RUN- | \$19,490.00 |
| 463 | 74D290600-1003 | 1730-01-459-3653 | 76823 | 25 | SCREEN, ENGINE GROUND RUN- | \$19,490.00 |
| 464 | 74D290600-1004 | 1730-01-459-3655 | 76301 | 17 | SCREEN, ENGINE GROUND RUN- | \$19,490.00 |
| 465 | 74D290600-1004 | 1730-01-459-3655 | 76823 | 25 | SCREEN, ENGINE GROUND RUN- | \$19,490.00 |
| 466 | 74D290601-1001 | 1730-01-460-5815 | 76301 | 6 | ADAPTER,INSTALLATION/REMOVA | \$10,638.00 |
| 467 | 74D290605-1001 | 5340-01-457-6478 | 76301 | 9 | LOCK,PRESSURE REGULATOR,ENG | \$6,854.00 |
| 468 | 74D290606-1003 | 4920-01-480-1869 | 76301 | 9 | ADAPTER-WATERWASH,ENGINE | \$22,468.00 |
| 469 | 74D410602-1001 | 1730-01-460-5088 | 76301 | 6 | COVER,PROTECTIVE,ACM PACK | \$20,295.00 |
| 470 | 74D410608-1001 | 4920-01-534-3737 | 9036 | 13 | CAP-PLUG, DUCT, PROTECTIVE, ACM | \$1,518.00 |
| 471 | 74D420030-1001 | 4920-01-048-5514 | 76301 | 97-05 | CONTROL, PROXIMITY SWITCH | \$7,569.00 |
| 472 | 74D420030-1001 | 4920-01-048-5514 | 76301 | 97-08 | CONTROL, PROXIMITY SWITCH | \$7,569.00 |
| 473 | 74D420030-1001 | 4920-01-048-5514 | 76301 | S0023 | CONTROL, PROXIMITY SWITCH | \$7,569.00 |
| 474 | 74D420030-1001 | 4920-01-048-5514 | 76301 | 97-04 | CONTROL, PROXIMITY SWITCH | \$7,569.00 |
| 475 | 74D420032-1001 | 1730-01-143-5501 | 76301 | PA7749 | OUTRIGER-DOLLY, HANDLING, | \$3,295.00 |
| 476 | 74D420039-1001 | 4920-01-112-4948 | 76301 | 67 | ADAPTER,POWER | \$9,547.00 |
| 477 | 74D420500-1003 | 1730-01-456-9484 | 76301 | 11 | ADAPTER, GENERATOR-INSTL/REM | \$15,376.00 |
| 478 | 74D420501-1003 | 6150-01-463-4939 | 76301 | 5 | CABLE ASSEMBLY SET | \$15,000.00 |
| 479 | 74D440500-1003 | 6650-01-460-5837 | 76301 | 21 | INDICATOR, LIGHT - IR | \$4,587.00 |
| 480 | 74D440500-1003 | 6650-01-460-5837 | 76301 | 18 | INDICATOR, LIGHT - IR | \$4,587.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|----------------|------------------|-------|---------------|----------------------------------|--------------|
| 481 | 74D440500-1003 | 6650-01-460-5837 | 76301 | 15 | INDICATOR, LIGHT - IR | \$4,587.00 |
| 482 | 74D450101-1001 | 4720-01-242-9813 | 76301 | 65 | AIR BLEED ASSEMBLY, HYDRAULIC | \$48.00 |
| 483 | 74D460013-1001 | 4920-01-098-5369 | 76301 | 46 | GAGE-POS., IN FLIGHT REFUELING | \$181.00 |
| 484 | 74D460017-1001 | 4820-01-140-3183 | 0G1W0 | P9F63G | VALVE, REGULATING, FLUID PRES- | \$341.00 |
| 485 | 74D460020-1003 | 4920-01-162-9284 | 76301 | 124 | ADAPTER SET, DRAIN & TRANSFER, | \$48,540.00 |
| 486 | 74D460500-1001 | 4930-01-458-0446 | 76301 | 3 | ADAPTER SET, TANK SEALING | \$12,794.00 |
| 487 | 74D460600-1003 | 4920-01-462-4754 | 76301 | 29 | GROMMET | \$34,010.00 |
| 488 | 74D460602-1003 | 1730-01-163-5371 | 76301 | 42 | PAD | \$1,444.00 |
| 489 | 74D460618-1001 | 1730-01-540-5962 | 038F7 | 16 | FUEL CELL MAT, FOLDING | \$1,012.00 |
| 490 | 74D490106-1001 | 5935-01-266-2852 | 6324 | 113 | PLUG SET | \$1,149.00 |
| 491 | 74D490106-1001 | 5935-01-266-2852 | 6324 | 114 | PLUG SET | \$1,149.00 |
| 492 | 74D490106-1001 | 5935-01-266-2852 | 6324 | 115 | PLUG SET | \$1,149.00 |
| 493 | 74D490600-1003 | 5935-01-462-3809 | 76301 | 17 | PLUG-SHORTING, CARTRIDGE, | \$76.00 |
| 494 | 74D490600-1003 | 5935-01-462-3809 | 76301 | 18 | PLUG-SHORTING, CARTRIDGE, | \$76.00 |
| 495 | 74D490600-1003 | 5935-01-462-3809 | 76301 | 21 | PLUG-SHORTING, CARTRIDGE, | \$76.00 |
| 496 | 74D490600-1003 | 5935-01-462-3809 | 76301 | 22 | PLUG-SHORTING, CARTRIDGE, | \$76.00 |
| 497 | 74D490600-1003 | 5935-01-462-3809 | 76301 | 25 | PLUG-SHORTING, CARTRIDGE, | \$76.00 |
| 498 | 74D490600-1003 | 5935-01-462-3809 | 76301 | 27 | PLUG-SHORTING, CARTRIDGE, | \$76.00 |
| 499 | 74D490601-1001 | 5999-01-461-9361 | 76823 | 19 | PLUG, SHORTING, HARN, FIRE SUPPR | \$7,577.00 |
| 500 | 74D490601-1001 | 5999-01-461-9361 | 6324 | 9 | PLUG, SHORTING, HARN, FIRE SUPPR | \$7,577.00 |
| 501 | 74D490601-1001 | 5999-01-461-9361 | 76823 | 27 | PLUG, SHORTING, HARN, FIRE SUPPR | \$7,577.00 |
| 502 | 74D510500-1003 | 4940-01-462-5028 | 76301 | 78 | ADAPTER SET-PITOT STATIC | \$6,179.00 |
| 503 | 74D510500-1003 | 4940-01-462-5028 | 76301 | 2 | ADAPTER SET-PITOT STATIC | \$6,179.00 |
| 504 | 74D740342-1001 | 5180-01-479-9255 | 76301 | PD5072 | HANDLE ASSEMBLY, RADAR | \$1,502.00 |
| 505 | 74D740342-1001 | 5180-01-479-9255 | 76301 | PD5073 | HANDLE ASSEMBLY, RADAR | \$1,502.00 |
| 506 | 74D740501-1001 | 1730-01-460-3320 | 76301 | 16 | COVER, ANTENNA-ARRAY | \$1,200.00 |
| 507 | 74D740501-1001 | 1730-01-460-3320 | 76301 | 53 | COVER, ANTENNA-ARRAY | \$1,200.00 |
| 508 | 74D740501-1001 | 1730-01-460-3320 | 76301 | 69 | COVER, ANTENNA-ARRAY | \$1,200.00 |
| 509 | 74D745003-1001 | 4920-01-500-6389 | 1RWE7 | 1 | ELECTRO-OPTICS PALLET/POD | \$100,000.00 |
| 510 | 74D745006-1001 | 4920-01-509-9752 | 1GDS7 | 11 | ATFLIR EOPT INTERFACE CABLE SET | \$10,000.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-----------------|------------------|-------|---------------|--------------------------------|--------------|
| 511 | 74D750004-1001 | 1730-01-059-2802 | 05YB0 | 28 | TROLLEY-SINGLE STORES | 4,222.00 |
| 512 | 74D750004-1001 | 1730-01-059-2802 | 05YB0 | 158 | TROLLEY-SINGLE STORES | 4,222.00 |
| 513 | 74D750019-1001 | 1730-01-100-8913 | 30629 | 109 | TROLLEY, MISSILE LAUNCHER | \$13,360.00 |
| 514 | 74D750019-1001 | 1730-01-100-8913 | 30629 | 180 | TROLLEY, MISSILE LAUNCHER | \$13,360.00 |
| 515 | 74D750088-1005 | 3940-01-493-1983 | 19494 | 238 | ADAPTER, HOISTING - GUN | \$5,336.00 |
| 516 | 74D750506-1002 | 3940-01-459-3662 | 02LW7 | 32 | ADAPTER, HOISTING - WEAPON | \$6,966.00 |
| 517 | 74D750506-1002 | 3940-01-459-3662 | 02LW7 | 43 | ADAPTER, HOISTING - WEAPON | \$6,966.00 |
| 518 | 74D750508-1003 | 4920-01-473-2401 | 76301 | TFG0007 | ADAPTER SET, TEST - WRAP | \$15,000.00 |
| 519 | 74D750508-1003 | 4920-01-473-2401 | 76301 | TFG0023 | ADAPTER SET, TEST - WRAP | \$15,000.00 |
| 520 | 74D750512-1001 | 3940-01-462-1203 | 76301 | 45 | ADAPTER, HOISTING | \$11,000.00 |
| 521 | 74D750535-1001 | 1730-01-494-3026 | 76301 | 4 | BEAM,SLIDE-EOSU/RDU, ATFLIR | \$3,307.00 |
| 522 | 74D750536-1001 | 1730-01-494-3027 | 76301 | 4 | BEAM,HOISTING-ATFLIR/AAS-46 | \$3,964.00 |
| 523 | 74D750537-1001 | 1730-01-497-1039 | 76301 | 4 | ADAPTER-CRADLE/SLIDE | \$17,250.00 |
| 524 | 74D750538-1001 | 1730-01-494-0916 | 76301 | 4 | ADAPTER-CRADLE/SLIDE ARM, | \$17,250.00 |
| 525 | 74D760500-1003 | 5985-01-475-9868 | 76301 | 4 | COUPLER, TEST SET | \$435,000.00 |
| 526 | 77/BN | 6625-01-336-3372 | 89536 | 65470915 | MULTIMETER,DIGITAL,3 1/2 DIGIT | \$97.00 |
| 527 | 77/BN | 6625-01-336-3372 | 89536 | 74441165 | MULTIMETER,DIGITAL,3 1/2 DIGIT | \$97.00 |
| 528 | 77/BN | 6625-01-336-3372 | 89536 | 87910020 | MULTIMETER,DIGITAL,3 1/2 DIGIT | \$97.00 |
| 529 | 77AN | 6625-01-213-9354 | 89536 | 80600224 | MULTIMETER, DIGITAL | \$50.00 |
| 530 | 77AN | 6625-01-213-9354 | 89536 | 80600324 | MULTIMETER, DIGITAL | \$50.00 |
| 531 | 9707MK2-1 | 4920-99-171-1496 | U6454 | 9707-105 | FLIGHTLINE PRESSURE GAUGE | \$3,223.00 |
| 532 | 984A-14RA | 4920-01-370-8704 | 27899 | 0733-18 | BRU-32 AUX BREECH ADAPTER | \$1,760.00 |
| 533 | 984A-14RA | 4920-01-370-8704 | 27899 | 0733-19 | BRU-32 AUX BREECH ADAPTER | \$1,760.00 |
| 534 | 984A-14RA | 4920-01-370-8704 | 27899 | 90-082 | BRU-32 AUX BREECH ADAPTER | \$1,760.00 |
| 535 | 984A-14RA | 4920-01-370-8704 | 27899 | 9220 | BRU-32 AUX BREECH ADAPTER | \$1,760.00 |
| 536 | A51S62680-1 | 4920-00-030-9281 | 29183 | 36 | GAGE SET-INSP | \$690.00 |
| 537 | AB3258-12SE1 | 4920-01-472-9651 | 18350 | 1 | TOOL, DIAPHRAGM SHUTOFF, CASE | \$3,666.00 |
| 538 | AB-C051101SE200 | 5120-01-462-5016 | 18350 | 4 | TOOL, INSTALL/REMOVE - | \$1,660.00 |
| 539 | AB-C051101SE210 | 5120-01-462-5016 | 18350 | 4 | TOOL, INSTALL/REMOVE - | \$1,660.00 |
| 540 | ACR/TS-20 | 6625-01-013-9900 | 18560 | BXS068 | TEST SET, SURVIVAL RADIO | \$1,259.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|----------------|------------------|-------|---------------|-------------------------------|-------------|
| 541 | ADTS405-8325 | 4920-01-449-8072 | 1CE49 | TBX412 | TEST SET, AIR DATA | \$30,000.00 |
| 542 | AGE14121 | 2995-01-527-7756 | 99167 | LKE-4302-033 | TURBINE COVER ASSEMBLY | \$759.00 |
| 543 | AGE14121 | 2995-01-527-7756 | 99167 | LKE-4302-034 | TURBINE COVER ASSEMBLY | \$759.00 |
| 544 | AGE14121 | 2995-01-527-7756 | 99167 | LKE-4302-035 | TURBINE COVER ASSEMBLY | \$759.00 |
| 545 | AGE14121 | 2995-01-527-7756 | 99167 | LKE-4302-036 | TURBINE COVER ASSEMBLY | \$759.00 |
| 546 | AGE14121 | 2995-01-527-7756 | 99167 | LKE-4302-037 | TURBINE COVER ASSEMBLY | \$759.00 |
| 547 | AGE14121 | 2995-01-527-7756 | 99167 | LKE-4302-038 | TURBINE COVER ASSEMBLY | \$759.00 |
| 548 | ANV20/20 | 6625-01-431-8615 | 6097 | 1180 | TEST SET, NVD, INFINITY FOCUS | \$5,665.00 |
| 549 | BTC-70801 | 6130-01-495-2839 | 51828 | 8155 | BATTERY CHARGER | \$1,961.00 |
| 550 | BTM20-1 | 6635-01-172-9447 | 13331 | 39685 | TENSIOMETER | \$1,475.00 |
| 551 | CAT5758-1 | 5120-21-920-1492 | 35962 | DCL0002 | PULLER, CYLINDER-NLG SHOCK | \$4,040.00 |
| 552 | CAT5758-10 | 5315-21-914-4519 | 35962 | 8 | PIN, STRAIGHT, THREADED- | \$252.00 |
| 553 | CAT5758-15 | 5120-21-920-0665 | 35962 | DCL0004 | PULLER, MECHANICAL-NLG LWR | \$2,201.00 |
| 554 | CMS-8164 | 5120-01-494-5216 | 3705 | PD5-7254-0001 | SOCKET, SOCKET WRENCH-#64 | \$661.00 |
| 555 | CMS-8164 | 5120-01-494-5216 | 76301 | LKE-4244-001 | SOCKET, SOCKET WRENCH-#64 | \$661.00 |
| 556 | D7202200000-01 | 7025-01-520-9879 | 86360 | TVV00005 | PCMCIA-MAP, AIRCRAFT | \$595.00 |
| 557 | D7202200000-01 | 7025-01-520-9879 | 86360 | TUF00173 | PCMCIA-MAP, AIRCRAFT | \$595.00 |
| 558 | D7202200000-01 | 7025-01-520-9879 | 86360 | TUF00132 | PCMCIA-MAP, AIRCRAFT | \$595.00 |
| 559 | D7202200000-01 | 7025-01-520-9879 | 86360 | TVV00006 | PCMCIA-MAP, AIRCRAFT | \$595.00 |
| 560 | D7202200000-01 | 7025-01-520-9879 | 86360 | TUF00171 | PCMCIA-MAP, AIRCRAFT | \$595.00 |
| 561 | D7202200000-01 | 7025-01-520-9879 | 86360 | TUF00131 | PCMCIA-MAP, AIRCRAFT | \$595.00 |
| 562 | D7202200000-01 | 7025-01-520-9879 | 86360 | TUF00184 | PCMCIA-MAP, AIRCRAFT | \$595.00 |
| 563 | D7202200000-01 | 7025-01-520-9879 | 86360 | TUF00115 | PCMCIA-MAP, AIRCRAFT | \$595.00 |
| 564 | D7202200000-01 | 7025-01-520-9879 | 86360 | TVV00003 | PCMCIA-MAP, AIRCRAFT | \$595.00 |
| 565 | E10-21300 | 4920-01-524-5641 | 96547 | TPP017 | MAINTENANCE/TRANSPORT BENCH | \$21,000.00 |
| 566 | E10-23545-1 | 4920-01-548-6705 | 96547 | V80120 | CABLE ASSEMBLY SET, V-80 | \$4,257.00 |
| 567 | E10-23553-1 | 4920-01-548-6704 | 0TTE4 | RID118 | TEST SET, RECORDER INTERFACE | \$5,066.00 |
| 568 | GS24431-3 | 5120-01-528-7451 | 73030 | 2003-015 | SPANNER WRENCH | \$1,456.00 |
| 569 | M001AA | 4920-01-475-2040 | 33825 | 26200000319 | BAR CODE SCANNER SYSTEM, LAMS | \$2,084.00 |
| 570 | M85352/1 | 6685-00-124-4336 | 94894 | P9F-0163-005 | INFLATOR ASSEMBLY | \$518.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|----------------|-------------------------------|-------------|
| 571 | M85352/1 | 6685-00-124-4336 | 94894 | P9F-6165-001 | INFLATOR ASSEMBLY | \$518.00 |
| 572 | MBEU1321 | 5120-00-716-7380 | U1604 | 1 | TOOL,SEAR COCKING | \$11.95 |
| 573 | MBEU1321 | 5120-00-716-7380 | U1604 | 2 | TOOL,SEAR COCKING | \$11.95 |
| 574 | MBEU-143038 | 5340-99-588-0325 | U1604 | PD5-07198-0025 | BLKG PLUG-MANIFOLD | \$107.05 |
| 575 | MBEU-143038 | 5340-99-588-0325 | U1604 | PD5-07198-0026 | BLKG PLUG-MANIFOLD | \$107.05 |
| 576 | MBEU143053 | 5340-99-930-5669 | U1604 | PD5-07198-0020 | PL,BLKG RH TROMBONE | \$338.00 |
| 577 | MBEU143053 | 5340-99-930-5669 | U1604 | PD5-07198-0011 | PL,BLKG RH TROMBONE | \$338.00 |
| 578 | MBEU143053 | 5340-99-930-5669 | U1604 | PD5-07198-0010 | PL,BLKG RH TROMBONE | \$338.00 |
| 579 | MBEU143054 | 6625-99-111-1083 | 4253 | 79 | BAROSTAT TEST BOX | \$27,820.00 |
| 580 | MBEU-143062 | 5340-01-342-4323 | U1604 | PD5-07198-0024 | PROTECT CAP, EJECTION | \$157.00 |
| 581 | MBEU-143062 | 5340-01-342-4323 | U1604 | PD5-07198-0027 | PROTECT CAP, EJECTION | \$157.00 |
| 582 | MBEU143063 | 5340-99-109-9371 | U1604 | PD5-07198-0019 | PL,BLKG RH MANIFOLD | \$229.00 |
| 583 | MBEU143063 | 5340-99-109-9371 | U1604 | PD5-07198-0007 | PL,BLKG RH MANIFOLD | \$229.00 |
| 584 | MBEU143063 | 5340-99-109-9371 | U1604 | PD5-07198-0018 | PL,BLKG RH MANIFOLD | \$229.00 |
| 585 | MBEU143063 | 5340-99-109-9371 | U1604 | PD5-07198-0008 | PL,BLKG RH MANIFOLD | \$229.00 |
| 586 | MBEU143063 | 5340-99-109-9371 | U1604 | PD5-07198-0009 | PL,BLKG RH MANIFOLD | \$229.00 |
| 587 | MBEU143063 | 5340-99-109-9371 | U1604 | PD5-07198-0017 | PL,BLKG RH MANIFOLD | \$229.00 |
| 588 | MBEU-143079 | 5340-01-342-4289 | U1604 | PD5-07198-0022 | CARTRIDGE BREECH BLANKING SET | \$989.00 |
| 589 | MBEU-143079 | 5340-01-342-4289 | U1604 | PD5-07198-0023 | CARTRIDGE BREECH BLANKING SET | \$989.00 |
| 590 | MBEU143085 | 5120-99-917-5968 | 4253 | PD5-07198-0012 | 'C' SPANNER-BAROSTAT | \$353.00 |
| 591 | MBEU143085 | 5120-99-917-5968 | | PD5-07198-0014 | 'C' SPANNER-BAROSTAT | \$353.00 |
| 592 | MBEU-143095 | 5340-99-125-8534 | U1604 | PD5-07199-003 | SEAT BUCKET PROTECTOR | \$1,236.00 |
| 593 | MBEU-143095 | 5340-99-125-8534 | U1604 | PD5-07199-004 | SEAT BUCKET PROTECTOR | \$1,236.00 |
| 594 | MBEU-143158 | 1730-01-357-1257 | U1604 | PD5-07198-0005 | PITOT STATIC AND DYNAMIC | \$184.00 |
| 595 | MBEU-143158 | 1730-01-357-1257 | U1604 | PD5-07198-0015 | PITOT STATIC AND DYNAMIC | \$184.00 |
| 596 | MBEU-143197 | 1730-99-983-9427 | U1604 | PD5-07199-006 | FRAME ASSEMBLY, MAIN BEAMS | \$2,628.00 |
| 597 | MBEU-143197 | 1730-99-983-9427 | U1604 | PD5-07199-005 | FRAME ASSEMBLY, MAIN BEAMS | \$2,628.00 |
| 598 | MBEU143200 | 4920-01-362-6918 | U1604 | PD5-07199-001 | SUPPORT-HANDLE ASSY MAIN | \$1,218.00 |
| 599 | MBEU143200 | 4920-01-362-6918 | U1604 | PD5-07199-002 | SUPPORT-HANDLE ASSY MAIN | \$1,218.00 |
| 600 | MBEU143377 | 5935-99-110-3245 | U1604 | PD5-07198-0006 | THERMAL BATT BLANK C | \$140.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-------------|------------------|-------|----------------|------------------------------|------------|
| 601 | MBEU143377 | 5935-99-110-3245 | U1604 | PD5-07198-0016 | THERMAL BATT BLANK C | \$140.00 |
| 602 | MBEU143401 | 5340-01-390-7700 | U1604 | PD5-07198-0013 | PLUG-TEST BAROSTAT RELEASE | \$117.00 |
| 603 | MBEU-143430 | 4920-99-452-6112 | U1604 | PD5098 | ADAPTER BAROSTAT-TIMING TEST | \$6,173.00 |
| 604 | MBEU143489 | 1730-99-806-6333 | U1604 | PE2-02324-056 | SEAT BUCKET LIFTING HANDLES | \$597.00 |
| 605 | MBEU143489 | 1730-99-806-6333 | U1604 | PE2-02324-057 | SEAT BUCKET LIFTING HANDLES | \$597.00 |
| 606 | MBEU143499 | 1730-99-733-0460 | U1604 | PD5-07198-0003 | PITOT COVERS | \$92.00 |
| 607 | MBEU143499 | 1730-99-733-0460 | U1604 | PD5-07198-0004 | PITOT COVERS | \$92.00 |
| 608 | MBEU143499 | 1730-99-733-0460 | U1604 | PD5-07198-0002 | PITOT COVERS | \$92.00 |
| 609 | MBEU143499 | 1730-99-733-0460 | U1604 | PD5-07198-0001 | PITOT COVERS | \$92.00 |
| 610 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0016 | CAP, PROTECTIVE ASSY, | UNK |
| 611 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0013 | CAP, PROTECTIVE ASSY, | UNK |
| 612 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0021 | CAP, PROTECTIVE ASSY, | UNK |
| 613 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0020 | CAP, PROTECTIVE ASSY, | UNK |
| 614 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0018 | CAP, PROTECTIVE ASSY, | UNK |
| 615 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0015 | CAP, PROTECTIVE ASSY, | UNK |
| 616 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0014 | CAP, PROTECTIVE ASSY, | UNK |
| 617 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0022 | CAP, PROTECTIVE ASSY, | UNK |
| 618 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0004 | CAP, PROTECTIVE ASSY, | UNK |
| 619 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0011 | CAP, PROTECTIVE ASSY, | UNK |
| 620 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0010 | CAP, PROTECTIVE ASSY, | UNK |
| 621 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0002 | CAP, PROTECTIVE ASSY, | UNK |
| 622 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0009 | CAP, PROTECTIVE ASSY, | UNK |
| 623 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0008 | CAP, PROTECTIVE ASSY, | UNK |
| 624 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0007 | CAP, PROTECTIVE ASSY, | UNK |
| 625 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0006 | CAP, PROTECTIVE ASSY, | UNK |
| 626 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0005 | CAP, PROTECTIVE ASSY, | UNK |
| 627 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0012 | CAP, PROTECTIVE ASSY, | UNK |
| 628 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0003 | CAP, PROTECTIVE ASSY, | UNK |
| 629 | MBEU147114 | 5340-99-876-5591 | U1604 | PD5-7165-0019 | CAP, PROTECTIVE ASSY, | UNK |
| 630 | MBEU148680 | 5340-99-666-3847 | U1604 | LKE-3191-0075 | HANDWHEEL TOP LATCH ASSEMBLY | \$481.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|-----------------|------------------|-------|----------------|--------------------------------|------------|
| 631 | MBEU148680 | 5340-99-666-3847 | U1604 | LKE-3191-0076 | HANDWHEEL TOP LATCH ASSEMBLY | \$481.00 |
| 632 | MBEU149669 | 1680-99-452-6221 | U1604 | PD5-05112-0004 | PLUG ASSEMBLY, PROTECTIVE | \$158.00 |
| 633 | MBEU149669 | 1680-99-452-6221 | U1604 | PD5-07177-013 | PLUG ASSEMBLY, PROTECTIVE | \$158.00 |
| 634 | MBEU149670 | 1680-99-601-8383 | U1604 | PD5-07179-001 | PLUG ASSEMBLY, PROTECTIVE | \$158.00 |
| 635 | MBEU149670 | 1680-99-601-8383 | U1604 | PD5-7165-0001 | PLUG ASSEMBLY, PROTECTIVE | \$158.00 |
| 636 | MBEU59571 | 6150-99-196-9500 | U1604 | PD5-07198-0029 | TIMER LEAD ASSEMBLY | \$114.00 |
| 637 | MBEU65843 | 5120-01-073-7820 | U1604 | 260 | WRENCH, SPANNER | \$378.00 |
| 638 | MBEU65843 | 5120-01-073-7820 | U1604 | 275 | WRENCH, SPANNER | \$378.00 |
| 639 | MBEU66340 | 5120-01-088-4421 | U1604 | 266 | WRENCH, SPANNER | \$378.00 |
| 640 | MBEU66340 | 5120-01-088-4421 | U1604 | 313 | WRENCH, SPANNER | \$378.00 |
| 641 | MBEU68004 | 5315-01-073-7802 | U1604 | 540 | PIN, STRAIGHT, HEADED | \$222.00 |
| 642 | MBEU68004 | 5315-01-073-7802 | U1604 | 955 | PIN, STRAIGHT, HEADED | \$222.00 |
| 643 | MBEU69494 | 5340-99-477-4123 | U1604 | GG1-1567 | TOOL REL BALL/LOCK | \$591.00 |
| 644 | MBEU69494 | 5340-99-477-4123 | U1604 | GG1-2763 | TOOL REL BALL/LOCK | \$591.00 |
| 645 | MBEU73026 | 5120-01-151-0753 | U1604 | 378 | REMOVER, CARTRIDGE-E | \$807.00 |
| 646 | MBEU82220 | 4920-99-870-5783 | U1604 | 2296-35 | TIMER, BAROSTAT REL | \$1,868.00 |
| 647 | MBEU8463 | 4920-00-612-2059 | 4253 | 793 | BLKS MNT MBS EG | \$61.00 |
| 648 | MBEU8463 | 4920-00-612-2059 | U1604 | 232 | BLKS MNT MBS EG | \$61.00 |
| 649 | MBJ16537 | 5120-99-349-6370 | U1604 | P9F42A | TOOL TOP LATCH | \$1,986.00 |
| 650 | MCH-100-A | 4940-01-475-2026 | 1DLV6 | 200045 | ASSEMBLY, BATTERY POWERED | \$6,723.00 |
| 651 | MDE321450-1 | 5120-00-859-3185 | 76301 | PZS 682 | ADAPT, STICK FORCE TRANSDUCER | \$90.02 |
| 652 | MMK100 | 5920-01-411-7033 | 0KWD6 | PD5-7253-0002 | MITT ASSEMBLY-STATIC DISCHARGE | \$743.00 |
| 653 | MMK100 | 5920-01-411-7033 | 0KWD6 | PD5-7155-0002 | MITT ASSEMBLY-STATIC DISCHARGE | \$743.00 |
| 654 | MMK100 | 5920-01-411-7033 | 0KWD6 | PD5-7253-0001 | MITT ASSEMBLY-STATIC DISCHARGE | \$743.00 |
| 655 | MS145312C310411 | 1730-01-460-5793 | 76823 | LKE-2170-0001 | PIN, LOCK - LEX SPOILER DOOR | \$280.00 |
| 656 | MS145313C428431 | 1730-01-456-4441 | 96906 | LKE-5335-012 | PIN, GROUND SAFETY-NLG DOOR | \$78.00 |
| 657 | MS145313C428431 | 1730-01-456-4441 | 96906 | LKE-5335-029 | PIN, GROUND SAFETY-NLG DOOR | \$78.00 |
| 658 | MS145313C428431 | 1730-01-456-4441 | 96906 | LKE-5335-009 | PIN, GROUND SAFETY-NLG DOOR | \$78.00 |
| 659 | MS145317C743221 | 1730-01-460-5792 | 62060 | PD5-05116-0001 | PIN, A/C GROUND SAFETY, MLG | \$360.00 |
| 660 | MS145317C743221 | 1730-01-460-5792 | 62060 | PD5-5116-0002 | PIN, A/C GROUND SAFETY, MLG | \$360.00 |



| ITEM | PART NUMBER | NSN | CAGE | SERIAL NUMBER | NOMENCLATURE | PRICE |
|------|---------------|------------------|-------|---------------|-------------------------------|-----------------------|
| 661 | R1M-B | 6625-01-353-7077 | 29504 | 26084 | OHMMETER | \$719.38 |
| 662 | S14394001-101 | 1730-01-476-1946 | 19494 | 23 | JACK, AIRCRAFT, AXLE, 20 TON | \$13,482.00 |
| 663 | S14394001-101 | 1730-01-476-1946 | 19494 | 24 | JACK, AIRCRAFT, AXLE, 20 TON | \$13,482.00 |
| 664 | S14394001-101 | 1730-01-476-1946 | 19494 | 25 | JACK, AIRCRAFT, AXLE, 20 TON | \$13,482.00 |
| 665 | ST7280 | 5120-01-069-5168 | 33068 | 2 | ADAPTER, SOCKET WRENCH-MAN | \$21.00 |
| 666 | ST7280 | 5120-01-069-5168 | 33068 | 1 | ADAPTER, SOCKET WRENCH-MAN | \$21.00 |
| 667 | T186C100-1 | 1730-01-085-0267 | 30941 | P-13-10 | ADAPTOR FLR VALVE OX | \$5,204.00 |
| 668 | T-71559 | 5120-01-066-7023 | 13002 | 83 | WRENCH, SPANNER-CYLINDER & | \$511.00 |
| 669 | T71622 | 1620-01-186-7909 | 13002 | 4 | HOSE ASSEMBLY, NONMETALLIC- | \$115.00 |
| 670 | T71622 | 1620-01-186-7909 | 13002 | PD5094 | HOSE ASSEMBLY, NONMETALLIC- | \$115.00 |
| 671 | T-71897 | 5120-01-167-7455 | 13002 | PD507204011 | INSTALLATION TOOL- | \$126.00 |
| 672 | TIF5000 | 4940-01-166-7059 | 16734 | 193392 | LEAK DETECTOR, HALOGEN | \$103.22 |
| 673 | TN-3176-1 | 5120-01-517-8656 | 68999 | L-057 | WRENCH, SPANNER | \$204.00 |
| 674 | TN-3176-1 | 5120-01-517-8656 | 68999 | L-058 | WRENCH, SPANNER | \$204.00 |
| 675 | V-818 | 6695-01-459-3597 | 20661 | PD5-7033-0002 | SET, FUEL SAMPLING | \$431.00 |
| 676 | V-818 | 6695-01-459-3597 | 20661 | PD5-7033-0001 | SET, FUEL SAMPLING | \$431.00 |
| 677 | WR-10-252 | 5120-01-460-5795 | 17576 | PD5-07204-012 | WRENCH, SOCKET, FACE SPANNER- | \$1,219.00 |
| 678 | WR-10-253 | 5120-01-460-5794 | 17576 | 8 | WRENCH, SOCKET-MLG UPPER SIDE | \$2,737.00 |
| 679 | WR-10-259 | 5120-01-460-5835 | 17576 | 16 | WRENCH, SOCKET-MLG SHOCK ABS | \$1,304.00 |
| 680 | WR-10-260 | 5120-01-460-5831 | 17576 | 4 | WRENCH, SOCKET-MLG | \$2,402.00 |
| 681 | WR-10-270 | 5120-01-462-5042 | 17576 | 8 | WRENCH, SPANNER-MLG | \$1,708.00 |
| | | | | | | \$2,809,044.18 |



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- Individual Augmentation
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- Retention
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- Tuition Assistance

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- ASDS Product Support Analysis
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- Evolutionary Acquisition
- Lean Six Sigma to Reduce Costs and Improve Readiness



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- R-TOC Aegis Microwave Power Tubes
- Sense-and-Respond Logistics Network
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- Collaborative IT Tools Leveraging Competence
- Contractor vs. Organic Support
- Knowledge, Responsibilities and Decision Rights in MDAPs
- KVA Applied to Aegis and SSDS
- Managing the Service Supply Chain
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