

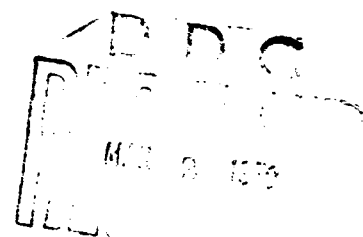
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NAVAL AIR BASIC TRAINING COMMAND
MANPOWER ALLOCATION AND PRODUCTIVITY MEASUREMENT MODELS

FINAL REPORT

Contract N00022-69-C-0100

Department of the Navy
Bureau of Naval Personnel



1 December 1969

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Mellonics Systems Development Division

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FOREWORD

This Final Report for the Naval Air Basic Training Command (CNABATRA) Manpower Allocation Model and Productivity Measurement Model is submitted in performance of Contract No. N00022-69-C-0100. The report describes model formulation, assumptions and the data base used to demonstrate model operations. Outputs for models are separately bound. Operational instructions and computer program documentation are provided in a Users Manual.

SUMMARY

The Manpower Allocation Model (MAM) and Productivity Measurement Model (PMM) for CNABATRA were developed to provide Navy management with tools for improved manpower planning, programming, and budgeting. Development of the models included an investigation of the available data and an analysis of the processes which take place at the various CNABATRA facilities. After the models were then formulated, computer programs were written, tested, and run using available data. The resulting models incorporate the previously developed manpower allocation models for NAS Saufley, Whiting, and Ellyson.¹

The MAM provides the quantitative means of examining manpower requirements for:

1. NAS Pensacola and associated Training Squadrons VT4, VT6, and VT10.
2. NAS Meridian and associated Training Squadrons VT7 and VT9.
3. Naval Aviation Schools Command (NAVSCOLCOM).
4. CNABATRA Staff
5. CNATRA Staff
6. Naval Aviation Museum

as well as previously developed models for NAS Saufley, NAS Ellyson, and NAS Whiting to support a range of pilot training rates in increments selected by the user. The annual pilot training rates used to run the model were related to CNATRA training loads of from 2000 to 4000 pilots per year in increments of 250. The MAM was developed using the technique of process analysis to examine the work flow of the CNABATRA facilities. Process analysis provides the mathematical structure for the model in terms of labor inputs, intermediate products, and final outputs (trained pilots). This structure, combined with linear programming techniques, is used to determine the optimum (least-cost) manpower requirements for a particular pilot training rate. The effects, in terms of manpower and costs, of policy constraints imposed on the number of use of particular labor skill categories can also be analyzed.

The model incorporates the Resource Management System (RMS) Project PRIME cost and subcost center identification organization. The model is designed to use data from RMS PRIME, OPNAV 5320, Enlisted Distribution and Verification Reports (BUPERS Report 1080-14), and Student Training Progress Critique. Other sources of data can also be used.

For each pilot training rate, the manpower requirements for each subcost center are specified in terms of the billet identification, the labor skill category. The labor skill category is further defined in terms of labor classification: officer, warrant

1. Manpower Allocation Model, Volume 1, Final Report, Contract N00022-69-0076, Mellonics Systems Development Division, Litton Systems, Inc., 16 May 1969.

officer, enlisted men, graded civilians, and ungraded or wage board civilians. The appropriate designator for officers, the rating for enlisted men, and the series for civilian personnel are specified. Where appropriate, based on input data, the NEC/NOBC are identified. The rank, rate, or grade is also listed to indicate the proficiency level of the labor skill.

The model provides the required manhours per month, the equivalent number of people in each labor skill category, and summaries for the cost center. It also determines the required units for each subcost center functioning with the optimum manning.

In addition to this output, other data is available from the linear programming algorithm which can be extremely useful to a manpower requirements analyst. This includes information concerning marginal values, transfer prices, ranges and inter-relationships of the inputs, intermediate products, and final outputs at optimality. Because of the lack of realistic constraints (upper and lower bounds) and a range of technologies, however, the solutions provided in demonstrating model operation do not reflect the total model capability.

Based on the structure, inputs, and outputs of the CNABATRA activities, the PMM was developed to provide conventional productivity measures, productivity indices, and aggregate productivity indices.

The PMM is intended to provide managers with a means of comparing an activity's performance to particular standards. It may also be used to compare the performance of similar and dissimilar activities.

The PMM uses the monthly RMS PRIME 7000-8 and 7000-9 reports as its source of data. Types of data taken from these reports are the work units accomplished, together with labor hours and dollars expended. The standard productivity index may be specified by the user. The PMM computes a cumulative average of productivity indices for each subcost center that may be used as the standard. Other standards, such as engineered standards may be used. The Manpower Allocation Model (MAM) determines the optimal manning and associated optimal work units for each subcost center necessary to support a particular pilot training rate. This data may be used to form standards for use in the PMM.

Thus, the PMM can be used independently or in conjunction with MAM. Both models utilize the RMS data base structure. By providing the actual ratio of outputs to labor costs and manhours, the PMM can verify the predicted optimal ratio of output to inputs generated by the MAM.

A general framework is also provided for operationally implementing the models in order to satisfy data requirements in the DoD Planning, Programming, and Budgeting System (PPBS).

A users manual containing operational instructions and computer program documentation is available under separate cover.

TABLE OF CONTENTS

	<u>Page</u>
FOREWORD	ii
SUMMARY	iii
SECTION 1 - GENERAL	1-1
Objective of Study	1-2
System Description	1-3
Plan of Study	1-4
General Description of PMM and Its Output	1-6
SECTION 2 - MANPOWER ALLOCATION MODEL DESCRIPTION	2-1
Data Sources	2-2
Command/Accounting Structure Comparison	2-4
Student Flow	2-6
Distribution of Intermediate Products	2-7
Analysis Results	2-8
Identification of Inputs	2-9
Distribution Rules and Products	2-10
Problem Areas and Assumptions	2-12
Structure of MAM	2-14
Applicable Constraints	2-18
Pilot Training Rate Conversion Factors	2-19
Model Output Report	2-20
Additional Model Output	2-23
SECTION 3 - PRODUCTIVITY MEASUREMENT MODEL DESCRIPTION	3-1
Data Sources and Flow	3-2
Limitations and Assumptions	3-4
SECTION 4 - MAM AND PMM APPLICATIONS	4-1
Relationship of Model to Planing, Programming, and Budgeting System (PPBS)	4-2
Continuous Model Applications in the PPBS	4-4
Synthesis of MAM and PMM	4-6
SECTION 5 - MODEL INPUTS	5-1
Labor Input and Process Analysis Structure	5-2
SECTION 6 - PROCESS ANALYSIS	6-1
Product Distribution Rules	6-2

SECTION 1

GENERAL

OBJECTIVE OF STUDY

The MAM was developed to provide management with a tool for determining the optimal allocation, computation, and justification of manpower requirements for three naval air stations and their associated squadrons and staff of CNABATRA. The PMM was developed to provide management with an ability to evaluate and compare manpower performance. The Chief of Naval Air Basic Training (CNABATRA) is the primary activity in the Navy pilot training process. The Navy Flight Officer (NFO) program is also conducted under the cognizant of CNABATRA.

The Manpower Allocation Model (MAM) developed under this study is required to determine current and future optimal (least-cost) manpower requirements for the following activities of CNABATRA:

1. NAS Pensacola and associated Training Squadrons VT4, VT6, and VT10.
2. NAS Meridian and associated Training Squadrons VT7 and VT9.
3. Naval Aviation Schools Command (NAVSOLCOM).
4. CNABATRA Staff
5. CNATRA Staff
6. Naval Aviation Museum

As designed, these models are compatible with others previously developed for NAS Saufley, NAS Ellyson, and NAS Whiting.

The objective of MAM development was to enable management to rapidly predict manpower requirements for CNABATRA to support various training loads. The model was specifically run to determine manpower requirements for four pilot training rates in the range from 2000 to 4000 pilots per year. Other beginning (lowest), ending (highest), and incremental output levels may also be employed. An optimal allocation (least-cost mix) of these requirements by function, category, grade, and required skill level may also be determined. The MAM further was to provide management with the ability to examine the effect of manpower policy constraints on the manpower allocation and associated costs. The Productivity Measurement Model was developed using the same data base as the MAM. The purpose of the model is to form conventional productivity measures, productivity indices. The objective in applying the models is to use the MAM in order to produce optimum manpower and output requirements and to use the PMM in order to verify performance.

SYSTEM DESCRIPTION

The Manpower Allocation Model reflects the interrelationships of primary and support activities within the CNABATRA command structure.

Within the CNABATRA command structure there are five naval air stations and ten associated training squadrons directly involved in the Navy pilot training process. In addition, there are several supporting activities under the cognizance of CNABATRA. The MAM correlates the complex interrelationships of all these activities and enables management to determine CNABATRA's current and future optimal manpower requirements. Figure 1-1 shows the CNABATRA organization structure.

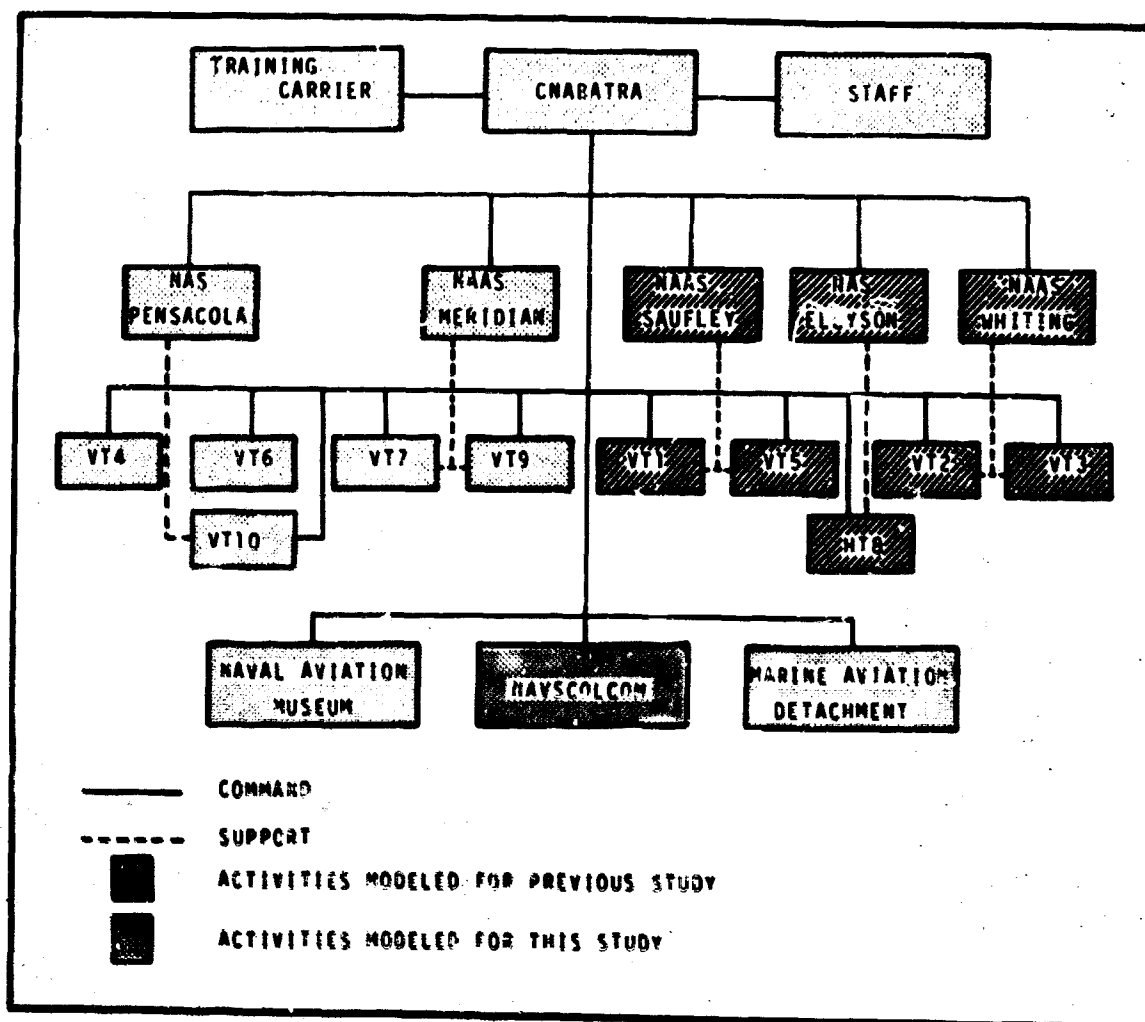


Figure 1-1. Organization of CNABATRA

PLAN OF STUDY FOR MAM

The approach taken involved an analysis of the pilot training and NFO programs, setting up a production function, and then determining the least-cost mix of labor inputs to produce a specified pilot training output.

Improved source-data collection systems such as RMS PRIME have provided a reliable and comprehensive Navy-wide data base. This permits the application of more objective and quantitative techniques in determining and allocating manpower requirements for functions performed ashore.

As a first step of this study, it was necessary to consider a large number of interconnected intermediate products for each type of activity (RMS PRIME subcost centers) in the two naval air stations and associated squadrons, schools, and staff functions studied. A process analysis technique was employed which deals with the interrelationships of these subcost centers, and the identification of alternative processes for operating and correlating them in the context of the overall program objective.

A basic assumption of this technique is that a linear relationship exists between variable labor inputs (manpower and untrained pilots), intermediate outputs (those products which are consumed internally within the organization), and final outputs (trained pilots). The result of this analysis is the selection of the "best" processes for securing efficient utilization of resources within imposed constraints.

Programs developed under this study described the process analysis for the two naval air stations and provided data in a format suitable for a linear programming solution. The objective function was to minimize the total cost of the labor inputs. Several possible constraints were considered. Not all of these were exercised, however, in generating the manpower requirements present in this report.

One of the model requirements was the ability to incrementally vary the pilot training rate (PTR) and to incorporate certain constraints on labor (e.g., limits on civilian personnel). Non-negative constraints must be imposed on all variables since negative labor or cost has no economic meaning. Another requirement in developing the model is that the pilot training and NFO training programs be uniquely treated in the model structure to examine impact on manpower requirements from fluctuations in output for either program.

In the overall plan of study for development of the model, process analysis was used to describe the flow of inputs and outputs, as well as the consumption of intermediate products. The RMS PRIME subcost center and cost center structure was the basis for the process analysis. Within this basic structure, the model had to examine all

feasible levels of activity solutions and then arrive at an optimal activity level. The solution then had to be translated into manpower requirements.

In the study plan, the following specific considerations were implemented:

1. Mathematical statements of functional relationships at NAS Pensacola and NAS Meridian between specific manpower inputs, intermediate products, and outputs at the selected levels in the CNATRA pilot training program and in the CNATRA Naval Flight Officer (NFO) program.
2. Mathematical statements of functional relationships of intermediate products consumed by portions of the Pensacola complex, which are sensitive to the CNATRA programs, and those consumed by remaining tenant activities in the Pensacola complex.
3. Aggregation and synthesis of these relationships within the framework of process analysis to a manpower allocation model that specified the optimal mix of manpower over time to achieve specified output levels within stated or explicitly assumed policy and environmental constraints.
4. Constraints on basic manpower resources available to CNABATRA.
5. Aggregation and synthesis of these relationships with CNABATRA activities previously modeled.

GENERAL DESCRIPTION OF THE PRODUCTIVITY MEASUREMENT MODEL AND ITS OUTPUT

At different levels of command, different types and amounts of information are required. The PMM produces detailed productivity measures at the lower levels where the detailed RMS PRIME data is gathered. It also synthesizes these measures to provide high level commanders with the meaningful overviews.

Regular and timely reports on productivity levels and trends are needed at all levels for effective management, planning, and allocation of the limited resources available. However, the need for, and scarcity of, meaningful productivity measures is especially acute at the high levels of command. The detailed information which is collected by the RMS PRIME system for each cost and subcost center is generally most useful to the lower level commanders. From their detailed knowledge of an individual center's situations, they can almost intuitively judge its productivity. Higher level commanders require that large amounts of detailed information be synthesized to give an overall analysis of the command. Since the timeliness of a report affects its usefulness, the computer program system to implement the PMM is designed to facilitate the application of RMS PRIME data to the model and to speed productivity reporting.

The PMM for CNABATRA forms a variety of productivity measures tailored to the needs of managers at each level of command. From the basic RMS data for individual subcost centers, the PMM forms productivity measures which are then aggregated to successive high levels.

For each subcost center in CNABATRA, the productivity measurement model forms two conventional productivity measures: output per manhour and output per labor dollar (see Figure 1-2). The output per dollar is then divided by the standard for the subcost center to form a productivity index.

PRODUCTIVITY MEASURES									
PER COST CENTER L									
AIR OPERATIONS									
N.A.S. HEBBURN									
APR 1969									
RMS PRIME DATA									
CONVENTIONAL PRODUCTIVITY MEASURES									
STANDARD PRODUCTIVITY MEASURES									
PER COST CENTER									
WORK UNITS MAN HOURS LABOR COSTS OUTPUT PER MANHOUR OUTPUT PER LABOR DOLLAR DOLLAR CODE OUTPUT CONVENTIONAL PRODUCTIVITY MEASURES									
0010 ADMINISTRATION	00107	00107	00107	00107	00107	00107	00107	00107	00107
0020 ENGINEERING	00207	00207	00207	00207	00207	00207	00207	00207	00207
0030 MAINTENANCE	00307	00307	00307	00307	00307	00307	00307	00307	00307
0040 LOGISTICS	00407	00407	00407	00407	00407	00407	00407	00407	00407
0050 COMMUNICATIONS	00507	00507	00507	00507	00507	00507	00507	00507	00507
0060 SECURITY	00607	00607	00607	00607	00607	00607	00607	00607	00607
0070 MEDICAL	00707	00707	00707	00707	00707	00707	00707	00707	00707
0080 DENTAL	00807	00807	00807	00807	00807	00807	00807	00807	00807
0090 CHAPLAIN	00907	00907	00907	00907	00907	00907	00907	00907	00907
0100 TOTAL	01007	01007	01007	01007	01007	01007	01007	01007	01007
AGGREGATE PRODUCTIVITY MEASUREMENTS									
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Since each subcost center's productivity index (PI) is formed by comparing its actual productivity with its own standard, the PI is normalized. They can then be meaningfully compared both horizontally among similar subcost centers at different bases, and vertically among different subcost centers at the same base.

The productivity measures, and the data used to form them, are printed out for each subcost center in a cost center. Then the PMM forms an aggregate productivity index for the cost center. This aggregate productivity index is formed by dividing the total labor cost for the cost center into a measure of the total value of the output of that cost center. This value of output (analogous to a "transfer value" in economist's terminology) is titled Production Measure in the PMM printout. The printed value is derived by multiplying the number of work units produced in each subcost center times the standard cost of these work units (i.e., the inverse of the standard output per labor dollar).

For each command, the PMM reprints the productivity indices of the subordinate cost centers and forms an aggregate productivity index for the command by comparing the sum of the labor costs to the sum of the production measures (see Figure 1-3). Similarly, the PMM forms an overall productivity for CNABATRA (see Figure 1-4) and also reprints the productivities of the subordinate commands.

COMMAND AGGREGATE PRODUCTIVITY MEASUREMENTS			
TITLE	TOTAL LABOR	TOTAL PRODUCTION MEASURE	AGGREGATE PRODUCTIVITY INDEX
COMMAND & STAFF	220.55	742.4525	0.8927
ADMINISTRATION	220.55	742.4525	0.8927
INTEGRITY MAINTENANCE	979.53	1011.4771	1.0319
PLANS PROCESSING	220.55	230.9200	0.8634
SUPPLY - GENERAL	210.49	230.9200	0.8634
SUPPLY - FUEL OPERATIONS	7.83	7.8600	0.8634
SUPPLY - REPAIR OPERATIONS	37.53	30.3500	0.8000
SUPPLY - POLYMER & COMPO	220.55	221.2900	0.8634
SUPPLY - FOOD SERVICES	220.55	221.2900	0.8634
MEDICAL SERVICES	749.54	749.0100	0.8634
AIR OPERATIONS	298.75	308.1000	0.8634
TRAINING - GENERAL	0.0	0.0	0.0
SQUADRON V-1	0.0	0.0	0.0
PLANS DEMONSTRATION	0.0	0.0	0.0
A.S.C. OPERATION	3866.10	4119.3237	1.0627

Figure 1-3. Sample Printout of Command Aggregate Productivity Measurements

MAJOR COMMAND AGGREGATE PRODUCTIVITY MEASUREMENTS			
TITLE	TOTAL LABOR	TOTAL PRODUCTION MEASURE	AGGREGATE PRODUCTIVITY INDEX
NAVAL AIRCRAFT DEVELOPMENT	10000.00	10000.0000	1.0000
NAVAL AIRCRAFT SUPPORT	10000.00	10000.0000	1.0000
NAVAL AIRCRAFT MAINTENANCE	10000.00	10000.0000	1.0000

Figure 1-4. Sample Printout of Major Command Aggregate Productivity Measurements

SECTION 2

MANPOWER ALLOCATION MODEL

DESCRIPTION

DATA SOURCES

A variety of sources were explored and utilized in the development and verification of a valid and substantive data base.

The basic sources of data for the development of the Manpower Allocation Model were RMS PRIME 7000-8 and 7000-9, OPNAV 5320 (Manpower Listings) and NAVCOMP MANUAL VOLUME II. In addition, the Logistic Support Requirements Questionnaire/Summary (LSR) was used in the development of the NAS Pensacola model structure. The use of the LSR was necessary to isolate those portions of intermediate products of each cost center which are consumed by tenant activities. Some extrapolation from similar CNABATRA organizations was required in the development of the NAS Meridian model structure.

The definition of function and associated work units of all subcost centers at the naval air stations, and at NAVSCOLCOM, were obtained from the NAVCOMP MANUAL VOLUME II. This information was verified, and particulars on the subordination of subcost centers to cost centers were also defined. The subordination pattern for this MAM differs slightly from that of activities previously modeled. This difference reflects organization dissimilarities, changes in CNABATRA reporting procedures instituted in FY 70, and the varying extent of available data. The differences are slight, however, and the structures of CNABATRA activity models are essentially homogeneous.

The RMS work unit for a subcost center is considered the intermediate product associated with that subcost center (i.e., "Number of meals served" is an intermediate product of the General Mess). The process analysis phase of model development included the construction of linear relationships among subcost centers in order to implement the distribution of the intermediate products.

The Weekly Aviation Statistical Report supplemented RMS data with information on the number of squadron flying hours and the number of students on board. Both of these items are used as intermediate products in the process analysis.

OPNAV 5320 provided labor requirements data for the CNATRA and CNABATRA staffs, the two air stations, and NAVSCOLCOM. A further breakdown of labor hours by skill level category was based on this data. The assignments for numbers of personnel (military and civilian) in each subcost center was verified using RMS PRIME data. Detailed listings of labor skill categories are included in Section 5.

Labor for each of the associated training squadrons are grouped into four subcost centers:

1. Command
2. Administration
3. Training
4. Maintenance

Labor requirements were then interpreted directly from billet titles and series codes as given in OPNAV Form 1000/2, which was used in lieu of OPNAV 5320. On-board strength was represented by the authorization for FY 69.

The Weekly Aviation Statistical Report provides data on the production of trained pilots and HFO's. The number of graduations or transfers (final products) was obtained from this report. Details are listed in Section 5.

The use of policy, rather than historical, attrition rates marks an important departure from the data sources employed in the previous models for HAS Saufley, HAS Whiting, and HAS Ellyson. It was found that the historical attrition rate did not offer sufficient flexibility of model usage to answer questions posed by management. The revised procedure allows specification of a variety of paths through the system.

The output rate for VT4, VT6, VT7, and VT9, available for the demonstration of the model, is shown in Figure 2-1.

	<u>Squadron</u>	<u>Monthly</u>	<u>Annual</u>	<u>Model Period*</u> <u>Data</u>
NAS Meridian	VT7	25-150	1050	936
	VT9	30-150	1080	723
NAS Pensacola (Sherman)	VT4	40-130	1020	612
	VT6	40-110	900	618

*Detailed Data Included in Section 5.

Figure 2-1. Final Products Data Used in Model

This output rate was shown to be high in comparison to the output for the model input data which reflected the output for the period January to April 1969.

COMMAND/ACCOUNTING STRUCTURE COMPARISON

The Manpower Allocation Model is based on an accounting structure derived from a definitive base of RMS PRIME data.

The structure included in the RMS PRIME data is the basic accounting structure for determining manpower requirements in support of a given pilot training rate for CNABATRA activities. The RMS PRIME data is organized by cost and subcost center (i.e., personnel at a particular air station are grouped into cost and subcost centers as a function of the products and services of the personnel). Personnel providing a particular product or service related to the pilot training process are assigned the same subcost center. These products and services then become the intermediate products associated with the subcost centers. These subcost centers are then considered as the entities, within an activity, for which manpower requirements must be obtained. This accounting structure is illustrated in Figure 2.2.

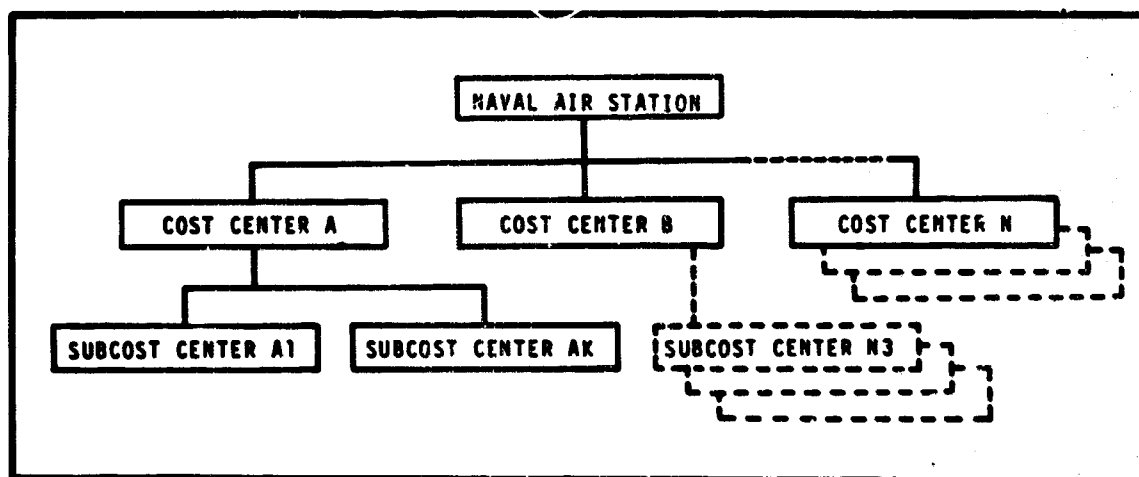


Figure 2-2. - Example of Accounting Structure

The accounting structure in the RMS PRIME data does not consistently parallel the command structure of an air station. The command structure is, of necessity, concerned with a rigid chain of command. A typical command structure is illustrated in Figure 2-3. In the command structure, the air station personnel are assigned to departments where each department has a specific objective, and the orderly flow of goods and services from one department to another is the responsibility of the Command and Executive Offices. As indicated in Figure 2-3, departments may be broken into divisions, which again may be broken into branches, with a chain of command always flowing from top to bottom in the figure. Each department contains, as part of the command structure, a department head or Officer in Command.

In the RMS PRIME data, each department of the command structure is designated as a cost center. However, the subcost center accounting structure does not distinguish, in a "chain of command" sense, between divisions and branches of a department. If a division contains no branches, the division may be designated as a subcost center. If a division is broken into branches, the branches are designated as subcost centers. However, it is possible, in the RMS PRIME data, for more than one branch of a division to be grouped into one subcost center. It is also possible for a branch or a division to be broken up into more than one subcost center.

An accounting structure, as modeled, facilitates a more accurate rendering of work units, specific tasks, and skill level requirements. It permits a cost accountable interrelationship of activities and functions not always apparent or discernable in a command structure. More importantly, it permits the application of objective and quantitative techniques in manpower optimization, yet remains sensitive to policy constraints imposed by manpower planners and managers.

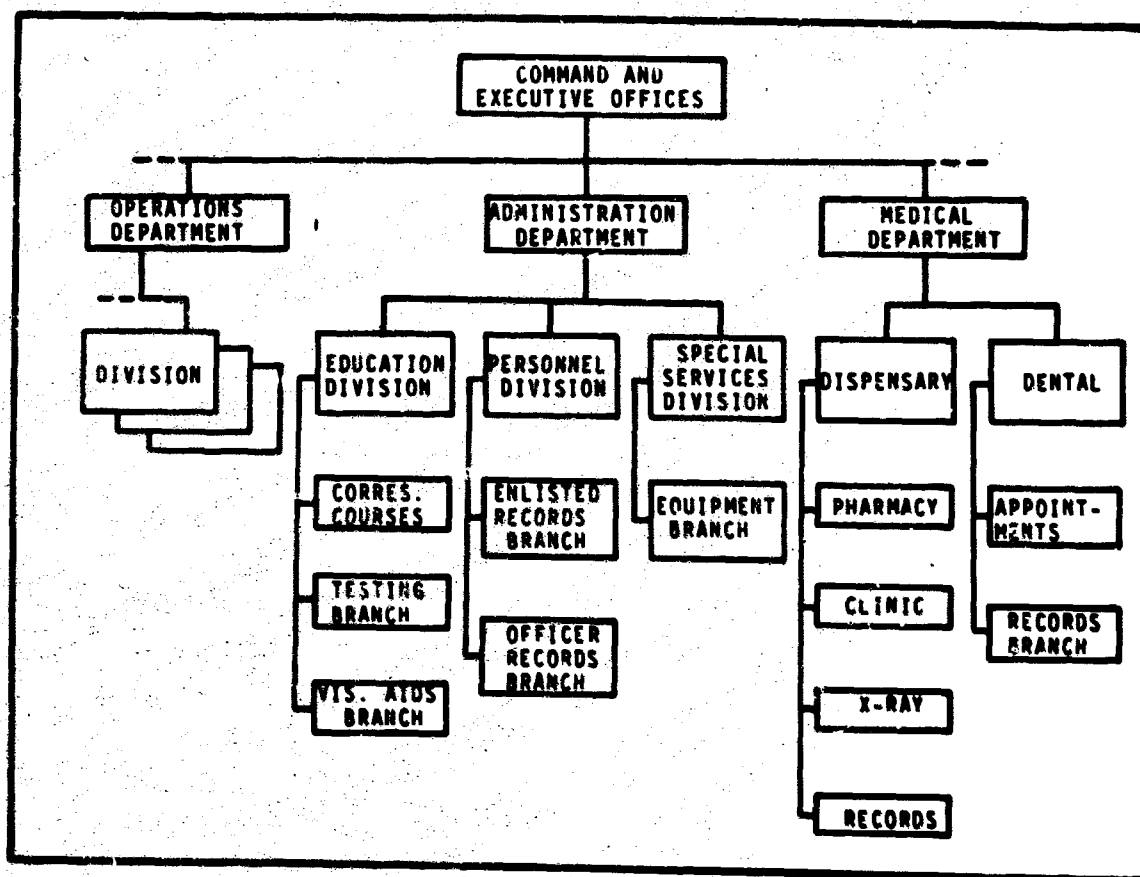


Figure 2-3 Typical Command Structure

STUDENT FLOW

CNABATRA is the primary activity in the navy pilot training process. The Navy Flight Officer (NFO) program is also conducted under the cognizance of CNABATRA.

The navy pilot training process begins at activities under the command of the Chief of Naval Air Basic Training. Upon graduation from CNABATRA, trained pilots and flight officers are assigned to advanced training or to fleet operations. The NAM makes certain gross assumptions as to student flow which can take up to 30 or 40 different paths through the CNABATRA system. A diagram of the basic student flow, and the relationship of CNABATRA activities in the pilot training process, is given in Figure 2-4.

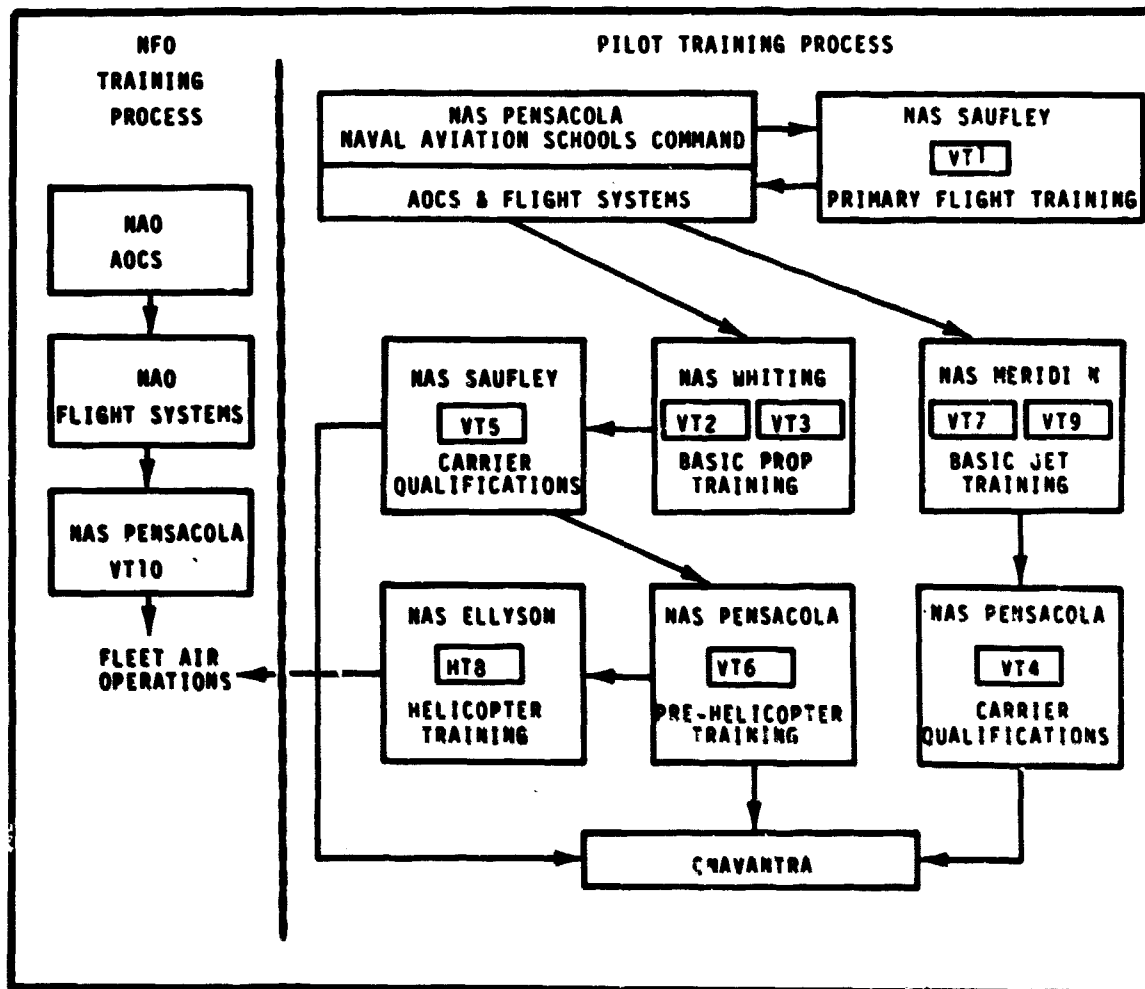


Figure 2-4. CNABATRA Training Process

DISTRIBUTION OF INTERMEDIATE PRODUCTS

Intermediate products are distributed to various cost centers on a basis of the interrelationships of the cost centers and associated rules of product consumption.

Intermediate products data was obtained from RMS PRIME. This data base contains only information on the production of intermediate products and nothing about consumption patterns of goods and services. The interrelationship between cost centers was subsequently established through detailed investigation, and a process analysis was developed for each work unit. The only cost centers modeled were those for which work units data was available from RMS, and those for which labor assignments could be made on the basis of OPNAV 5320.

The identification and distribution of intermediate products is the key part of the modeling effort. The end result is a representation of the complex interrelations between all the cost centers. For example, the "output" of the General Mess (food service) is the intermediate product "number of meals served", and is distributed to all other cost centers at the station in proportion to the military personnel assigned to these other cost centers. On the other hand, the "output" of the Airframes subcost center in the Aircraft Maintenance Department is the intermediate product "number of airframes work orders completed", and is distributed to Cost Center P (Operations) and the cost center representing the particular training squadrons in proportion to the number of flight hours.

The distribution of every intermediate product was considered for each subcost center. The result of this work is presented in a following section. Each subcost center is identified by name and RMS PRIME code with work units (output) also being given. The nature of the intermediate product was considered in the determination of distribution rules. Those cost centers whose outputs were determined not to vary with pilot training rates were not included in the process analysis. These cost centers are referred to as throughput cost centers.

It is clear that throughput cost centers consume goods and services. It was assumed that a negligible amount of intermediate products were consumed by throughputs and, hence, the percentages used for distribution were computed exclusive of throughput labor. Although this assumption is thought to be valid, the consumption of appreciable amounts of an intermediate product by throughputs can be modeled by the inclusion of a lower bound on the right hand side of the linear programming formulated production and consumption. This is, in effect, a statement that at least some number of products must be produced for the throughput cost centers.

ANALYSIS RESULTS

A process analysis approach was used to model alternate modes of production. It simultaneously considers a large number of interconnected partial production functions for each activity of CNABATRA.

Process analysis has the capability of considering alternate modes of production. In a complex organization such as CNABATRA, this approach considers a large number of interconnected partial production functions to determine a least-cost labor mix. Certain specific tasks are inherent in the development of a process analysis model:

- 1) Development of an exhaustive list of processes employed.
- 2) Identification of inputs and outputs for each process.
- 3) Determination of relationships (linear) between inputs and outputs.

The results of such analysis are discussed in the following sections. This process analysis provides a comprehensive look at the structure of each of the CNABATRA activities modeled.

The form and operation of the models are identical. The principal difference arises in the need to specify precisely the different "processes" and their unique interrelationships at each of the activities modeled. This is the essence of the process analysis approach. That is, the methodology is general, but the specification and interrelationship of inputs, intermediate products, and final outputs for each facility is unique to that facility.

Details of the analysis are to be found in Section 6, Process Analysis where results are presented for each of the models developed.

IDENTIFICATION OF INPUTS

Inputs to each activity of CNABATRA are of two general types: student input and labor input.

Student pilot inputs are costed in the model objective function as paygrade 01 (Ensigns). The required quantities of student pilot inputs are based on the overall training requirements and a student pilot attrition rate.

The categories of labor inputs at the CNABATRA activities include, for example: Officers and warrant officers, graded and ungraded civilians, and rated and non-rated enlisted men. These labor inputs were costed in accordance with DoD Instruction 7220.25, "Standard Rates for Costing Military Personnel Services", 1 August 1968, and DoD Instruction 7041.3, 26 February 1969. They were then distributed to the various cost centers at the various activities, in fixed proportions based on the manpower listings provided. Since these listings were for one point in time only, the interchangeability of various labor categories over time was not made explicit for this particular application of the model. Thus, it was not possible to modify the fixed proportions of labor inputs specified for any given cost center.

Labor inputs are further classified as variable labor inputs, or as "throughputs"; that is, labor assigned to cost centers included in the process analysis or to throughput cost centers. A "throughput" by definition is a cost center whose manning requirement remains at a constant level for the training rates under consideration.

The MAM is designed only to address the problem of optimizing the required variable labor inputs. For purposes of providing a complete manning document for each activity, however, throughputs are printed out along with the optimized variable labor inputs.

Specific identification of the general inputs is contained in the models and in Section 5, Model Inputs.

DISTRIBUTION RULES AND PRODUCTS

Tenant activities and throughputs were identified and incorporated into the CNABATRA models with special relationships and constraints. The nature of the intermediate product was considered in the determination of distribution rules.

Tenant activities are defined as activities receiving support from a naval air station, and throughputs are defined as activities of an air station that do not contribute to the pilot training process. However, both consume intermediate products of cost centers that are related to the pilot training process. Manpower requirements for tenant activities and throughputs, and their consumption of intermediate products, are independent of the pilot training rate, however. The significant difference between tenant activities and throughputs is that throughputs are air station activities that are ordinarily part of the air station structure, while tenant activities are not. An example of a tenant activity is the Naval Weather Facility located at NAS Pensacola, and an example of a throughput activity is Cost Center H (Security). A complete list identifying the tenant activities and throughputs for the activities of CNABATRA was provided by CNABATRA and is shown in Figure 5-1 in Section 5.

Once the tenant activities and throughputs were identified, they were not included in the model as individual activities. However, their consumption of intermediate products was included in the model as explained below.

The linear program formulation of the Manpower Allocation Model is briefly described in Section 1 of this report. This includes linear relationships and constraints which represent the distribution and consumption of intermediate products among the various cost centers. It is through the use of these constraints that the influence of the tenant activities and throughputs is included in the model.

When the number and type of personnel at the tenant activities and throughputs were determined, the distribution functions for the consumption of intermediate products, shown in Figure 5-2 in Section 5, were used in order to determine the consumption of intermediate products for each activity. Assuming that these activities did not contribute to, or influence, the pilot training rate, the amount of intermediate products consumed for these activities was then entered into the model as a lower bound for the output and the consumption of the intermediate products for the appropriate cost centers. In this way, each cost center included in the model is required to produce an initial amount of output which is equivalent to the total amount of the output consumed by all of the tenant activities and throughputs. It is at the same time required to produce a minimum amount of output which is the total amount of output consumed by all of the tenant activities and throughputs plus the total amount of output consumed by all other cost centers.

For example, consider in particular the mess hall facilities at NAS Pensacola, Subcost Center 9911. The work unit, or intermediate product, for this subcost center is the number of meals served. If it can be determined (for the time period under consideration in the model) that the tenant activities and throughputs consume, say, 4,000 meals, then the output of Subcost Center 9911 must be greater than, or equal to, the number of meals required by all cost centers included in the model, plus the 4,000 meals consumed by the tenant activities and throughputs.

PROBLEM AREAS AND ASSUMPTIONS

The problems encountered in the development of CNABATRA models were related to synthesizing structure with CNABATRA activities previously modeled, quantifying the interrelationships at NAS Pensacola, representing a reorganization in the pilot training program, and data availability.

The following paragraphs identify problems encountered in modeling NAS Pensacola and NAS Meridian.

Synthesis of the accounting structures between newly modeled activities (NAS Pensacola and NAS Meridian) and the activities previously modeled was technically difficult although conceptually the five air stations are relatively homogeneous. The original computer programs utilized the cost center and subcost center designations for classification purposes. Program modifications were necessary to accomplish the same classification functions in the new model. For example, the Chaplains office at NAS Saufley is subcost center 1A50 under cost center 1A; however, the Chaplain's office at NAS Meridian is subcost center 9931 under cost center A. The modifications can now handle both cases.

Another problem area (discussed in detail elsewhere) was encountered in defining the interrelationships between activities at NAS Pensacola. The support of the CNABATRA training squadrons and the NAVSCOLCON is only a fraction of the production of many NAS Pensacola cost centers. The definition of the support relationships and the quantification of the support populations was based on the Logistic Support Requirements (LSR) Summary provided to the model development study. This study proved invaluable and future modifications of the NAS Pensacola model should be reviewed against updated LSR to redefine support approximations. Where the LSR lacked detail, such as in supply, assumptions were made based on conversations with CNABATRA staff personnel.

Another problem area was the reorganization of the CNATRA pilot program occurring within the model data period. All model data is adjusted to reflect a constant training load even though the sequence of syllabus was changed. Officer candidates undergoing training under the new syllabus are added to those under the old syllabus and one on-board strength is used for the Aviation Officer Candidate School. The same is true for Flight Systems School.

It is also assumed that VT7 and VT9 were operated in parallel syllabi for the model period. In the general problem area of data availability, numerous minor adjustments and allocations were necessary to prepare the data for demonstration of the model.

Assumptions had to be made for mission data. Fortunately, the data not available to the study was only in the area of throughput activities and detailed labor listings are not included. Totals by officer, enlisted and civilian for CNATRA Staff and the Marine Aviation Detachment were taken from the LSR. The Commander of each was included in the Labor inputs to demonstrate model output. When the data becomes available, it can easily be added to the labor input without changes.

In the supply cost centers of NAS Pensacola, the NAVCOMP manual was followed in designation of subcost centers as being throughput or non-throughput. The Labor Skill Categories and organization titles listed on the OPNAV 5320 forms were difficult to correlate to the RMS work unit data. Correlation was based on the supply structure of NAS Whiting and upon conversations with CNABATRA staff personnel. The allocations, combined with the production for non-throughput, represent the best approximation of the impact on supply caused by pilot training.

In other NAS Pensacola cost centers, such as Cost Center Q and Cost Center D, a large measure of production is for tenant and throughput activity. Production of training officers includes driver training, and the Photo Lab supports other activities with non-aerial photography. This support was indicated in the LSR but the extent was not. The assumption was made that the majority of production was for non-throughput activities and a lower bound was not set. When this ratio is determined, the bound can be easily entered as explained in the Users Manual.

The labor input data available to the study consisted of one technology as was true for CNABATRA activities previously modeled. To overcome this data problem, the first labor technology was duplicated to serve also as the second technology for purposes of demonstrating the NAS Sherman and Meridian models. As explained in the User's Manuals, at least two different technologies must be used to exercise the model for addressing management questions. Also, upper and lower bounds on labor input (by specific skill level/category) would represent types of policy constraints that are likely to be imposed by the Navy/DoD, and the models have, therefore, been formulated to accept and treat them. However, the sample model output contains an unbounded solution because of the lack of different technologies to trade off in minimizing the objective function, and realistic policy constraints on labor inputs.

STRUCTURE OF MANPOWER ALLOCATION MODEL (MAM)

MAM is structured to minimize total manpower cost to attain a specified output level. An understanding of the mathematical and logical structure of the MAM will assist the user in operating and modifying the model.

The MAM is structured so that by varying the level of desired output, trained pilots and stating pertinent constraints, it is possible to compute the least cost mix of manpower inputs required.

Before further describing the mathematical form of the model, certain notations are defined:

x_i - i th labor input classified by skill category and level in units of manpower per month

z_i - i th final output item classified by level of pilot training achieved in units of number of pilots per month

y_i - i th intermediate product classified by the producing cost center and the consuming cost center in work units per month

c_i - cost of the i th labor input (x_i) in dollars per manhour

W - a column vector of activity levels; each cost center is run at some activity level in each technology period

X - column vector of labor inputs; i.e., $\begin{bmatrix} x_1 \\ \vdots \\ x_n \end{bmatrix}$

Capital letters are used to represent vectors of quantities (for example, the x_i 's and z_i 's)

A - technological matrix whose entries (technological coefficients) are related to partial productivities and reflect the operation doctrine/organization of a cost center.

Process analysis is used to describe the flow of inputs and outputs to and from the various cost centers. The rules by which these products have been distributed for NAS Saufley, Pensacola, Meridian, Ellyson and Whiting are described in the discussion of process analysis. With the structure provided by process analysis, the manpower allocation model is designed to minimize the total cost of the variable labor input: $(\sum c_i x_i)$ subject to certain constraints. These constraints are as follows:

1. Outputs $\geq$ specified level
2. Policy constraints on labor utilization
3. Upper and lower bounds on variable labor inputs
4. Non-negativity constraints on variables

In more mathematical terms, the model becomes:

$$\text{Minimize:} \quad C^T X \quad (1)$$

$$\text{Subject to:} \quad Z \geq K_1, \quad (2)$$

$$AW = \begin{bmatrix} Z \\ Y \\ X \end{bmatrix} \quad (3)$$

$$K_2 \leq X \leq K_3 \quad (4)$$

$$\text{and} \quad W, X, Y, Z \geq 0 \quad (5)$$

where:

C and X are column vectors (C^T is the transpose of C)

A is an $n \times m$ technological matrix

K_1 is a column vector of required outputs

K_2 and K_3 are lower and upper limits on labor inputs

W is an $m \times 1$ column vector of activity levels of subcost centers

Z is a column vector of n_z outputs

Y is a column vector representing n_y intermediate products

X is a column vector of n_x variable labor inputs

Note that $n = n_z + n_y + n_x$. Here, n is the number of distinct technologies or means of operating and organizing subcost centers.

The model formulation by equations (1) through (5) contain both X and W as unknowns.

The model solution is obtained by a linear program and is expressed in terms of activity levels of the various cost centers as follows:

$$AW = \begin{bmatrix} A^{(1)} \\ A^{(2)} \\ A^{(3)} \end{bmatrix} \quad W = \begin{bmatrix} Z \\ Y \\ X \end{bmatrix} \quad (6)$$

where $A^{(1)}W = Z$, $A^{(2)}W = Y$, and $A^{(3)}W = X$. The linear program problem becomes: Find values for the elements of W which minimize:

$$C^T A^{(3)} W \quad (7)$$

subject to the following constraints:

STRUCTURE OF MANPOWER ALLOCATION MODEL (Cont'd)

$$A^{(1)}W \geq K_1 \quad (8)$$

$$A^{(2)}W \geq 0, \quad (9)$$

$$K_2 \leq A^{(3)}W \leq K_3, \quad (10)$$

$$\text{and} \quad W \geq 0. \quad (11)$$

Equations (7) through (11) express the linear programming problem for the vector W of unknown activity levels. The values of the elements of the optimal activity-level vector, $\hat{W}$, are determined by using the well-known simplex method of linear programming. The optimal manning requirements (except for throughputs or fixed labor inputs) are then calculated by:

$$\hat{X} = A^{(3)}\hat{W}, \quad (12)$$

where $\hat{X}$ is the vector of labor inputs at optimal manning.

The mathematical structure of the model is based on linear relationships between the cost/subcost centers and determining optimal activity level vectors subject to quantified constraints.

The simplex method is based on the fact that, if there are m constraints (or rows) in the constraint matrix, and these are linearly independent, then there is a set of m columns (variables or vectors) which are also linearly independent. Hence, any Right Hand Side (RHS) can be expressed in terms of these m columns (called a basis). The simplex method uses these basic solutions, stepping from one to another (by exchanging one column in the basis with one column not in the basis on each step or iteration) until a solution (called a basic feasible solution) is obtained that satisfies all of the constraints and the requirement that all the column values be non-negative.

After a basic feasible solution is found, the simplex method steps along, examining a series of basic feasible solutions to find one that satisfies the requirement that the value of the functional (or objective) row be a maximum or minimum (the optimal solution). For the MAM, the objective function is in mathematical terms: Minimize $A^{(3)}W$. Not all LP problems have an optimal solution. If there is no solution in non-negative variables, or none that keeps the variables within their specified bounds, the LP problem is said to be infeasible. If a feasible solution is found, but the constraint rows do not confine the value of the functional row to finite values, the LP problem is said to be unbounded.

REFERENCES

- a. Mathematical Programming System/360 (360A-CO-14X) Linear and Separable Programming - Users Manual, IBM.
- b. Manpower Allocation Model, Volume 1, Final Report, Contract N00022-69-C-0076, Mellonics Systems Development Division, May 1969.
- c. Mathematical Programming System/360 (360A-CO-14X) Control Language - Users Manual, IBM.

APPLICABLE CONSTRAINTS

Specific constraints were incorporated into the existing models to reflect certain unique features of the CNABATRA structure and its role in the pilot training process.

The analysis of HAS Pensacola tenant output led to the necessity of changing Program SUPER to accommodate a lower bound on intermediate products in order to reflect the consumption by tenant activities and throughputs. The constraints must be utilized for operation of the HAS Pensacola model because of the large percentage of products for selected subcost centers. The throughput consumption is not critical to the HAS Meridian model, but the capability is provided.

The unique case of VT10 also required a change to the portion of Program SUPER related to the assignment of output level constraints for this squadron. VT10 is not in the pilot flow process and the user has the option to specify an output level for VT10 which would be held constant through the various levels of pilot output. This option is exercised by employing a negative conversion factor in Program SUPER.

The CNABATRA process analysis models can accommodate upper and lower bounds on each variable labor input, policy constraints relating to combinations of variable labor inputs (i.e., only 20 percent of labor in a cost center may be civilian) lower bounds on the output (number of pilots trained) and intermediate products.

For the application at hand, the constraint equations include the lower bound on outputs and intermediate products. At the time of this application, there were no known bounds on the variable labor inputs specified by CNABATRA or the Chief of Naval Personnel.

Produc. Subcost Center	Distribution of Output	Receiving Cost Centers and Distribution Criteria	Quantity Received			
			Tech 1 Model	TP	Tech 2 Model	TP
1A30	Number of public affairs actions completed	All cost centers by % of military, civilians, and students	2098	3147	2015	3022
1A40	Number of legal cases handled	All cost centers by % of military, civilians, and students.	360	119	426	141
9931	Number of military population served by Chaplain's Off.	All cost centers by % of military, civilians, and students	1489	2891	1584	3075

Figure 2-5. Sample Application of Process Analysis Involving Throughputs (NAS Pensacola)

PILOT TRAINING RATE CONVERSION FACTORS

Conversion factors fix the final product output ratio from various training squadrons by accounting for the mix of the types of students required, the attritions, and total output requirements.

The range of final product output rate (FPOR) (i.e., trained pilots) may be specified for the Helo, Prop, and Jet systems of CHABATRA. The CHABATRA conversion factors shown in Figure 2-6 relate to the total pilot training process within CHATRA. Other system-to-system elements are possible and are explained in the users manual. Sample model output used Meridian and Pensacola (Sherman) as systems, and the associated squadrons as elements.

The models assume that pilots are trained at a constant rate throughout the time period of interest. The model could be made dynamic in this sense by the application of seasonal or cyclic variation analyses to account for "peaks and valleys" in training rates and resultant fluctuations in manpower requirements. In addition, the discrete, or "block", nature of the training syllabus could be accommodated in the model by "segmenting" the time period and simultaneously applying different training rates for different segments of the training process.

Table I - CHABATRA Conversion Factors for Jet, Prop, and Helo					
TYPE OF OUTPUT TRAINING MIX	ELEMENT DESCRIPTION	NAVAL AIR STATION	TRAINING SQUADRON	POLICY ATTRITION RATE	COMPUTED CONVERSION FACTOR
HELO TRAINING 20.0%	PRIMARY T-34	SAUFLEY	VT1	15.0%	1.458
	BASIC PROP T-28	WHITING	VT3	14.0%	.724
	BASIC PROP-CARQUAL T-28	SAUFLEY	VT5	1.0%	.522
	PRE-HELO INSTRU T-28	SHERMAN	VT6	1.0%	.204
	PRIMARY HELO TH-57A	ELLYSON	HTBA	0.0%	.202
	ADVANCED HELO H-34/TH-1	ELLYSON	HTBB	0.8%	.202
PROP TRAINING 40.0%	PRIMARY T-34	SAUFLEY	VT1	15.0%	1.458
	BASIC PROP T-28	WHITING	VT3	14.0%	.724
	BASIC PROP-CARQUAL T-28	SAUFLEY	VT5	1.0%	.622
JET TRAINING 40.0%	PRIMARY T-34	SAUFLEY	VT1	15.0%	1.458
	BASIC JET-PHASE A T-28SR	MERIDIAN	VT7	0.0%	.524
	BASIC JET-PHASE B T-28/C	MERIDIAN	VT9	13.0%	.524
	BASIC JET-GUN/CARD. T-28	SHERMAN	VT4	1.4%	.456

Figure 2-6. CHABATRA Conversion Factors for Jet, Prop, and Helo

The Manpower Allocation Model (MAM) output gives a detailed report of manpower requirements for each subcost center for specified pilot training rates (PTR's).

For each PTR, the first page contains the indication of the PTR (or FPOR) being examined. The FPOR for the system and the elements are included as shown in Figure 2-7.

```

*****
OPTIMUM COST CENTER POWER ALLICATIONS
ACTIVITY: SALLY (60234)
SYSTEM ANNUAL EFFR: 3235
*****
VT1 ANNUAL SYSTEM ELEMENT 2470
VT2 ANNUAL SYSTEM ELEMENT 914
*****

```

The MAM printout prescribes manpower requirements for overall CNABATRA pilot training rates for NAS Saufley with VT1 and VT5; NAS Whiting with VT2 and VT3; NAS Ellyson with HT8; NAS Pensacola with VT4, VT6, VT10, and NAVSCOLCOM; and NAS Meridian with VT7 and VT9. Other PTR's may be defined (e.g., CNATRA) to make the MAM output relevant to other areas, by use of the BUPER program. A sample printout for NAS Saufley is given in Figure 2-8.

```

*****
OPTIMUM COST CENTER MANPOWER ALLOCATIONS
COST CENTER: 1A COMMAND OFFICES

SYSTEM MANUAL FORM: 3234
ACTIVITY: SAURLEV (AC234)

OPTIMUM WORK UNITS
1810 1A 1A
1820 1A 1A
1830 1A 1A
1840 1A 1A
1850 1A 1A
1860 1A 1A
1870 1A 1A
1880 1A 1A
1890 1A 1A
1900 1A 1A
1910 1A 1A
1920 1A 1A
1930 1A 1A
1940 1A 1A
1950 1A 1A
1960 1A 1A
1970 1A 1A
1980 1A 1A
1990 1A 1A
2000 1A 1A
2010 1A 1A
2020 1A 1A
2030 1A 1A
2040 1A 1A
2050 1A 1A
2060 1A 1A
2070 1A 1A
2080 1A 1A
2090 1A 1A
2100 1A 1A
2110 1A 1A
2120 1A 1A
2130 1A 1A
2140 1A 1A
2150 1A 1A
2160 1A 1A
2170 1A 1A
2180 1A 1A
2190 1A 1A
2200 1A 1A
2210 1A 1A
2220 1A 1A
2230 1A 1A
2240 1A 1A
2250 1A 1A
2260 1A 1A
2270 1A 1A
2280 1A 1A
2290 1A 1A
2300 1A 1A
2310 1A 1A
2320 1A 1A
2330 1A 1A
2340 1A 1A
2350 1A 1A
2360 1A 1A
2370 1A 1A
2380 1A 1A
2390 1A 1A
2400 1A 1A
2410 1A 1A
2420 1A 1A
2430 1A 1A
2440 1A 1A
2450 1A 1A
2460 1A 1A
2470 1A 1A
2480 1A 1A
2490 1A 1A
2500 1A 1A
2510 1A 1A
2520 1A 1A
2530 1A 1A
2540 1A 1A
2550 1A 1A
2560 1A 1A
2570 1A 1A
2580 1A 1A
2590 1A 1A
2600 1A 1A
2610 1A 1A
2620 1A 1A
2630 1A 1A
2640 1A 1A
2650 1A 1A
2660 1A 1A
2670 1A 1A
2680 1A 1A
2690 1A 1A
2700 1A 1A
2710 1A 1A
2720 1A 1A
2730 1A 1A
2740 1A 1A
2750 1A 1A
2760 1A 1A
2770 1A 1A
2780 1A 1A
2790 1A 1A
2800 1A 1A
2810 1A 1A
2820 1A 1A
2830 1A 1A
2840 1A 1A
2850 1A 1A
2860 1A 1A
2870 1A 1A
2880 1A 1A
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2-20

The subsequent pages of output contain manpower requirements for each subcost center aggregated at cost center.

Cost Center - Provides the RMS PRIME cost center number and description (e.g., Cost Center 1A, Command Offices; Cost Center 1C, Comptroller, etc.). The report is organized by RMS cost center within each CNATRA annual PTR.

System Annual FPOR - Lists the annual number of pilots in all squadrons who have completed training at an activity.

Activity - Provides the name and accounting number of the naval air station for which manpower requirements are prescribed (e.g., NAS Saufley (60234)).

Optimum Work Units - Provides the standard ("should be" level of output for all subcost centers that produce intermediate products consumed by other cost centers. Subcost centers whose output is consumed within the cost center (e.g., administration) do not appear in this list, because they do not enter into the process analysis. These standard output values may be used to check actual performance (e.g. output at an operating PTR) in much the same way that a standard cost system is employed for management control purposes. These work units also provide the primary link in the integration between the PMM and MAN.

Manpower Requirements Summary - Indicates the requirements for each cost center by officers and enlisted men with subtotals, graded and ungraded civilians with subtotal, and a grand total of the number of persons needed at the cost center (e.g., officer 18, enlisted 8 (subtotal military 26), graded civilian 8, ungraded civilian 0 (subtotal civilian 8, grand total 34). Manpower requirements for a cost center or an activity may therefore be compared at increasing PTR's or across activities for similar cost centers at the same PTR.

Billet Identification - An input variable which provides the subcost center identification and title for each billet position (e.g., assistant legal officer, public affairs officer, clerk typist). Secondary NEC/NOBC and used if the billet identification was not provided.

Labor Skill Category - Provides, under the "service" column, the general labor classification ("O" for officer, "WO" for warrant officer, "E" for enlisted men, "GS" for graded civilians and "WG", etc., for ungraded or wage board civilians). The column labeled "Series" indicates the appropriate designator for officers, the rating for enlisted men, and the series for civilian personnel. When appropriate, based on input data, the primary NEC/NOBC also appears to further identify the particular labor skill category for billet assignment purposes. The rank, rate, or grade is also listed to indicate the proficiency level of the labor skill.

Monthly Manhours and Manpower - Provides the total manhours per month and the equivalent number of people in each labor skill category required in the cost center. The "Hours Required" column shows the required productive manhours per month for the skill category and level to support the indicated system PTR. The "Leave, Non-Available" column shows the non-productive manhours allowed each month for the skill category and level. There are minimum allowances for each labor type, but the numbers that appear may be greater than the minimum. However, the rounding procedures minimize the amount of this type of time for each series. The "Gross Hours" column shows the sum of "Hours Required" and "Non-Available" columns and represents the leave equivalent/total number of hours required each month. The "Total Manpower" column shows, separately, the total number of civilians and military required by skill category and level.

The last page of the requirements for the PTR contains a summary by officer, enlisted and civilian, graded and ungraded. A sample of this printout is shown in Figure 2-9.

TOTAL MANPOWER REQUIREMENTS SUMMARY FOR PTR: 3235									
MILITARY					CIVILIAN				
OFFICER	ENLISTED	TOTAL	GRADED	UNGRADED	TOTAL	GRAND-TOTAL			
937	1854	2791	269	142	411	3202			

Figure 2-9. Sample of Summary Printout

ADDITIONAL MODEL OUTPUT

In addition to the principal output of the MAM, a listing by cost center of the least-cost manpower requirements necessary to support a specific output training rate, additional output is available to the manpower requirements analyst.

In addition to the manpower requirements, other information of a more analytic nature is available from the linear programming techniques. This information provides insight into the model structure of labor utilization and constraints and consists partially of the following:

- 1) values of dual variables;
- 2) values of slack variables;
- 3) ranges of student training rates for which labor is linear; and
- 4) labor cost changes which necessitate process substitution.

The values of the dual variables (also referred to as internal opportunity costs or shadow prices) are available from the linear programming computer output. These variables are numbers which represent the effect (value) of the constraints (right hand sides) on the objective function (least-cost labor mix cost) at the optimum. Mathematically, they are the rates of change of the objective function with respect to the right hand sides of the constraint relations evaluated at optimality. There is a unique dual variable corresponding to each of the constraint relations.

These dual variables have a further important economic interpretation, namely: Those products for whom the corresponding dual variables are equal to zero are free goods, in that some small additional amount of them may be used without increasing the cost of running the base. Otherwise, they represent the unit cost as represented by increasing the total base operating cost of requiring a small additional amount of some product. For example, if there is excess supply over demand for a product, this excess is a free good in that it doesn't involve any additional cost to use it. On the other hand, for a product (either intermediate or final) for which supply just equals demand, it will require operating some cost centers at higher activity levels to make more of this product available. Hence, there is a cost associated with the constraint on the goods. The general principle is that there are positive internal opportunity costs for those products for which the constraints (greater than or equal to) are binding. This is referred to as complementary slackness in mathematical programming.

Associated with each product (final or intermediate) is a slack variable. Corresponding to each product is an equation or inequality. The value of this variable represents the excess of production over consumption, and this quantity is non-negative. Thus, the value of the slack variable represents the amount of "fat" in the system.

It will be positive for free goods and, as discussed above, is intimately connected with the dual variables. Mathematically, a constraint is binding when the associated slack variable is zero.

Items (3) and (4) above are obtained by what is referred to as parametric linear programming. This is not currently part of the linear programming output. To obtain such information, the proper computer commands must be added to the MPS part of the data processing system. This is not envisioned as a major computer programming task.

By use of parametric linear programming (a standard part of the Mathematical Programming System (MPS) of the IBM 360/67 computer), it is possible to determine the ranges of student training rates where labor demands are linear. This may be analyzed for both individual cost centers or an entire facility. This technique may also be used to investigate the impact of labor cost changes on optimal manning requirements. The obvious impact is that if individual costs go up, so will the total cost of running a base. However, it is possible that costs can change in such a way that the manner in which a cost center is organized/operated will have to be changed.

SECTION 3

PRODUCTIVITY MEASUREMENT MODEL

DESCRIPTION

DATA SOURCES AND FLOW

The Productivity Measurement Model uses monthly RMS PRIME data to form a variety of measures which are aggregated to successively higher levels.

The RMS PRIME data, used as inputs for the Productivity Measurement Model (PMM), is shown in Figure 3-1. For each subcost center and time period covered, the inputs are:

- 1) number of work units performed or accomplished;
- 2) number of productive military and civilian labor hours expended;
- 3) amount of military and civilian labor dollars expended.

This data is directly available from the RMS PRIME 7000-3 reports. The military and civilian labor hours and labor dollars are summed in the program to provide the model with total labor hours and total labor dollars for each subcost center by time period.

Conventional productivity measures which are the unweighted ratio of output (in work units) divided by input (in dollars or manhours) are computed directly from the RMS PRIME data. Since these conventional productivity measures have no normalizing criterion, they generally cannot be meaningfully compared either horizontally, among subcost centers performing similar functions, or vertically, among subcost centers performing dissimilar functions.

The PMM forms a standard productivity measure (SPM_s) by dividing the cumulative total work units produced in the subcost center by cumulative total labor costs (Figure 3-1). This standard (the cumulative average productivity measure in dollars) is automatically updated by the program.

The use of the cumulative average of past productivity measurements as a standard (historical) has the advantage that it smooths out fluctuations in the monthly data. An alternate method of computing a historical standard is to determine a moving average. Still another type of standard is the engineered standard. Data for this type of standard is not available in RMS PRIME reports, but can be obtained from work sampling data, 3M data, or other technical sources.

The productivity model forms a productivity index (PI) for each subcost center by dividing the conventional productivity measure (CPM_s) by the standard (SPM_s), (Figure 3-1). The standard is, thus, a general normalizing criterion. All subcost centers can be compared on the basis of how well they produced in relation to their own standard. The productivity index is then used to calculate the production measure (PM) of the output of the subcost center (Figure 3-1). This is formed by multiplying the labor productivity index by the labor costs, and is a measure of the

value of the output.

By summing the PM's of the subcost centers, the model forms a measure of the total output value of the total productivity measure (TPM) of the cost center. When this is divided by the total labor costs (TLC), the result is an aggregate productivity index for the whole cost center, which is an average of the productivity indices of the subcost centers weighted by their labor costs. By summing the total production measures and labor costs to the station or major command level, similar productivity indices for the entire station or major command are formed (Figure 3-1).

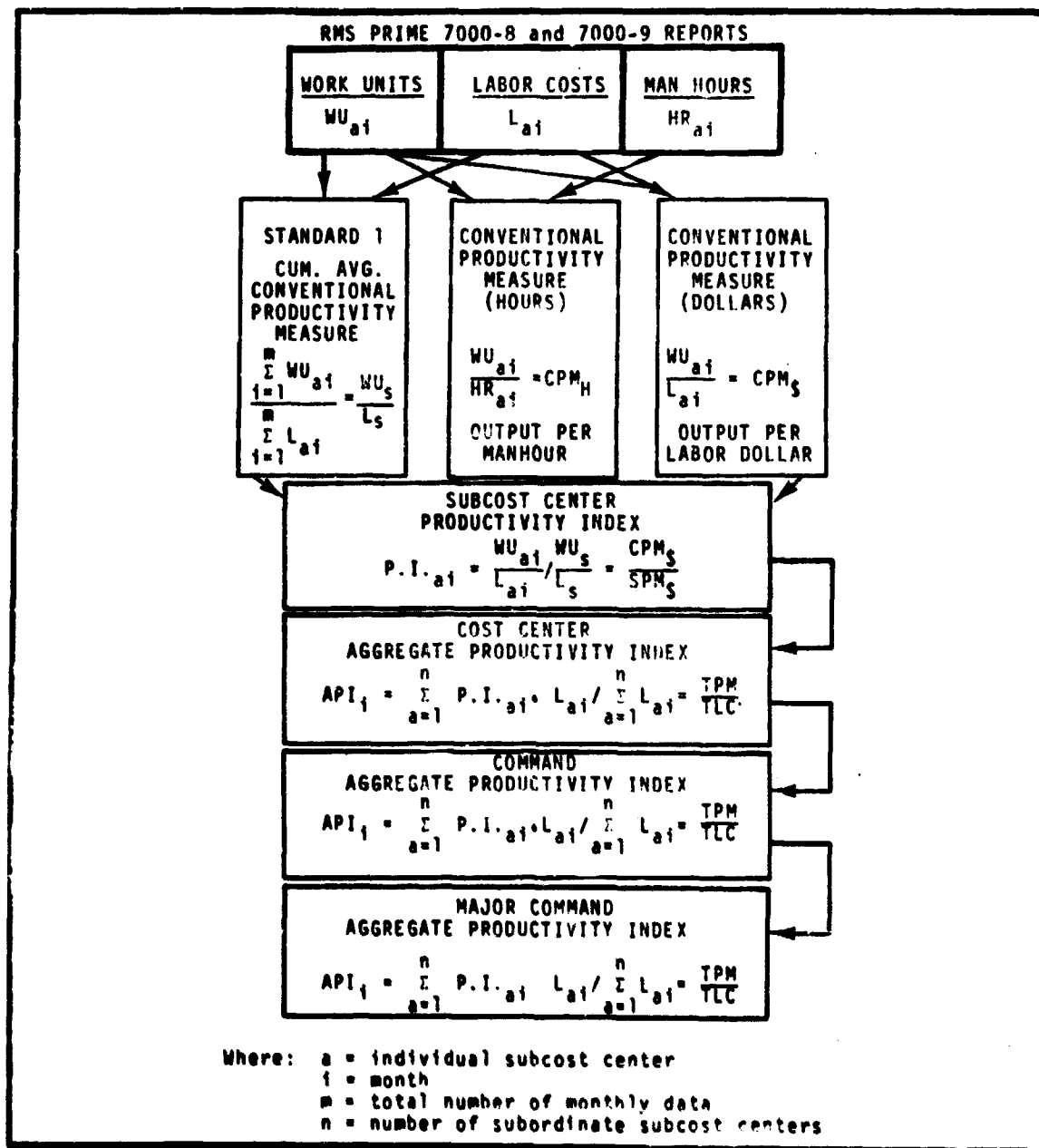


Figure 3-1 Data Sources and Flow in the Productivity Measurement Model

LIMITATIONS AND ASSUMPTIONS OF THE PMM

The PMM is basically only limited by the validity and meaningfulness of the data it uses. The basic assumptions made are that the data are valid and implicitly that high productivity is better than low productivity.

Aside from the basic assumptions of the data validity and the positive value of higher productivity indices, the program also assumes that if a subcost center does not report any work units that it has a productivity index of 1.0. This assumption is made only to minimize the effect of these subcost centers on the aggregate productivity indices of their superior units, and the productivity index for the subcost center is printed out as zero. The limitations and assumptions of the PMM effect the CNABATRA productivity measurements when one of the following is true:

1. Work units do not accurately reflect the output.
2. A high productivity or a high ratio of work units to labor costs is not desirable.
3. The standard productivity does not reflect what the output per labor dollar should be.
4. The data is incorrect.

The first case presents a serious limitation to the interpretation of the productivity measurement for subcost center 6C50, Ground Electronics Maintenance. The work unit that appears is Cubic Feet of Electronic Devices Repaired. This work unit is too gross to reflect any meaningful change in productivity.

The second case is most often a limitation for the productivity of supporting activities at CNABATRA. For example, a very high productivity for the chaplain's office would not be desirable. Since its work unit is the number of persons served, a high output per labor dollar would generally mean that there was inadequate chaplain service. The more people they serve, the less service they can give to each person.

The third case can present a limitation to the meaningfulness of a productivity index and the subsequent aggregate indices which use it even when the basic RMS data is valid and meaningful. For example, if a cumulative average is used as a standard, then poor management over a period of time will make the standard lower than it should be and thus the productivity indices will be higher than they should be. Likewise, exceptionally good management might develop a standard which is higher than should normally be expected.

The fourth case (i.e., bad data) will clearly render productivity measures meaningless. Radical changes in productivity indices should not be accepted until the data has been confirmed. Thus the PMM can be used as a means of checking for errors in the RMS data, prior to utilization of this data for the MAM.

SECTION 4

MANPOWER ALLOCATION MODEL AND PRODUCTIVITY

MEASUREMENT MODEL APPLICATIONS

RELATIONSHIP OF MODELS TO PPBS

The Manpower Allocation and Productivity Measurement Models are designed to be directly useful in the Planning Programming and Budgeting System (PPBS) of the Department of Defense which requires an exchange of information and data related to manpower requirements and the justification of these requirements.

The PPBS requires extensive formal dialogue relative to Navy manpower and involves several activities within the DoD and Department of the Navy. At any one point in time, these activities may be concerned with manpower requirements for five different fiscal years. For example, work on the FY'72 budget began in February 1969 with the receipt of the update of the Department of Defense five-year defense program (FYDP). As the dialogue continues (Figure 4-1) more constraints are defined in terms of the force level requirements, budget limitations, policies related to the number and mixture of personnel available, and, finally, constraints related to detailing specific individuals to fill the defined manpower requirements. More constraints are defined as the time for implementing the particular budget approaches. In general, there are at least three levels at which they are applicable in the PPBS.

First, the allocation model can be used to generate unconstrained Navy manpower requirements as a function of total planned Navy forces. An example of this use would be as an input from the Office of the Chief of Naval Operations (OpNav) to the Joint Chiefs of Staff (JCS) for the Manpower Annex of the Joint Strategic Objectives Plan, Volume II, Force Tabulations.

Second, the allocation model can be used to generate Navy manpower requirements/allocations as a function force size, such allocations to be generally constrained by total Navy personnel end strength or payroll dollars. Examples of this use would be in OpNav response to OSD Manpower Program Memoranda, JCS Joint Force Memoranda, Navy Program Objectives Memoranda, and to prepare Program Change Requests, Reclamations, and Five-Year Defense Program updates in the annual Planning, Programming and Budgeting cycle.

Third, the allocation model can be used to generate manpower allocations in implementation of program and budget decisions, and as specifically constrained by the inventory of personnel available to the Navy in the short run. The principal users of the models in this mode would be OpNav for manpower authorizations and BuPers for personnel distribution.

Each manpower allocation model developed has used the same basic structure of process analysis and linear programming to evaluate manpower requirements. These are predictive models used to determine the optimum (least cost) mix of labor

(described in terms of service, series, grade, and NEC/NOBC) to produce a required shore activity output. In addition to this basic model formulation, a method for the competitive bidding for labor resources has been developed.¹ This scheme, in effect, "forces" managers to more efficiently use the types of labor which are abundant at a particular time. Finally, when a particular mixture of labor has been assigned to a shore activity, the effectiveness of this labor force can be measured by means of the appropriate productivity measurement model.

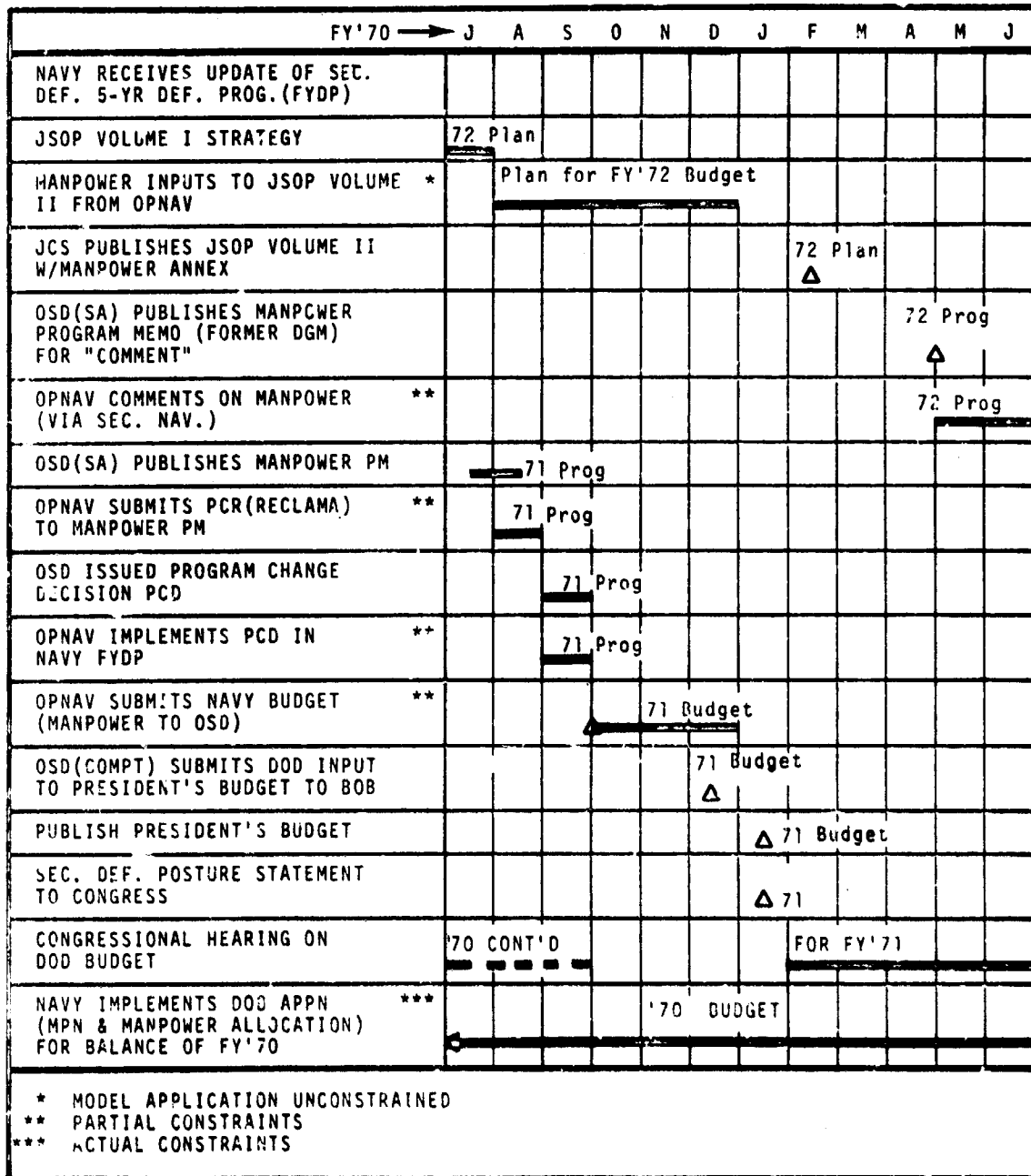


Figure 4-1. PPBS Activities Relating to Manpower in FY'70

1. Manpower Allocation Model, Final Report, Contract N00022-69-C-0076, May 1969

CONTINUOUS MODEL APPLICATIONS IN THE PPBS

In the continuing process of responding to the PPBS dialogue, the models are not intended to be static tools.

A planned program of model applications is required in order to seek more nearly optimal solutions in response to the PPBS requirements over time. These models are of complex organizations or systems in which many intangibles, such as management capability, morale, environment, etc., bear directly on the performance and capability of the shore activity. Thus, it would be unrealistic to take a "snap shot" of a navy shore establishment and use this data to describe the operation at some later time.

If the models are applied periodically over time in synchronization with the PPBS cycles, the net effect would be two-fold. First, more realistic data can be provided in the PPBS dialogue. Second, the establishment would be "forced" to more nearly optimum use of manpower. The scheme by which this could be accomplished is illustrated in Figure 4-2. Initially, actual historical data is used to form the two technologies. This data is derived from RMS PRIME, OPNAV reports, and related sources. Each level of model application described above (unconstrained, partially constrained, and constrained) results in an optimal least-cost solution. This solution then becomes, in effect, a requirement, or plan, in the PPBS at the appropriate level. In practice for numerous reasons, the plan may not be completely achieved. This fact may be determined from actual data (RMS PRIME, etc.). In subsequent applications of the model, the previous optimum solution can be used to form one technology, and the actual performance data (RMS PRIME) can be used for the second technology. The resulting optimum solution would then reflect, in effect, what is derived and what can be achieved. This successive model application is not unlike the functioning of a missile guidance system. Based on previous data, the guidance system generates a solution (steering command) for impact on the target. Due to errors inherent in the system or a target maneuver, the current solution can be in error. As updated data (scan of the guidance radar, for example) is received, a new solution with new steering commands is provided. This interrelationship between prediction and measured data results in the optimum solution; namely, impact of missile on target.

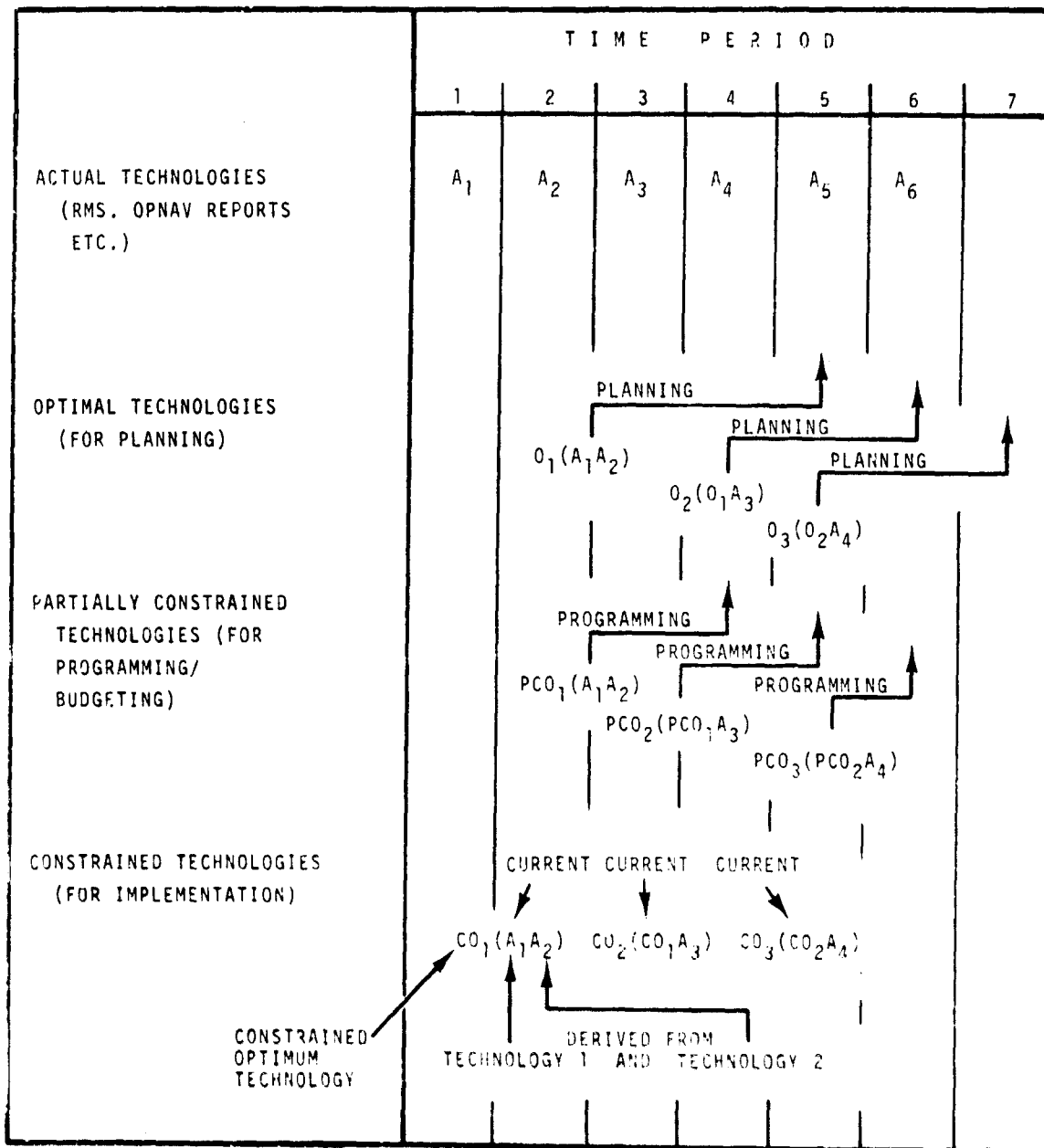


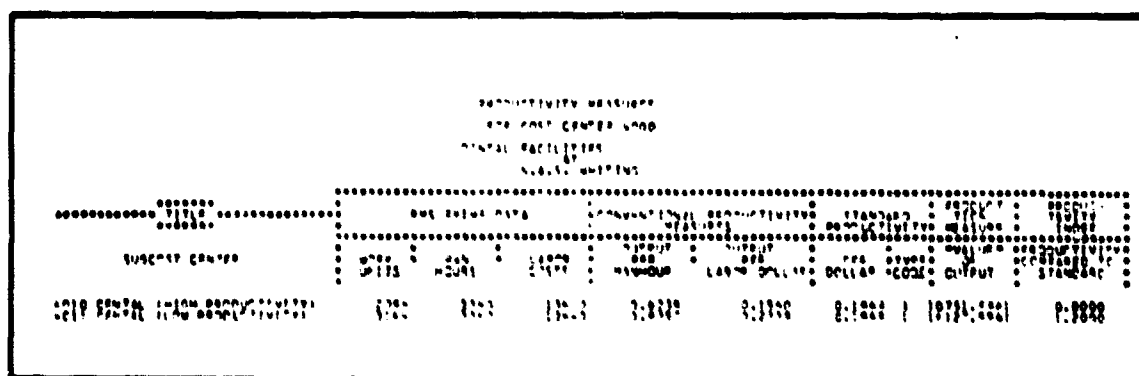
Figure 4-2. Continuous Model Usage in PPS

RELATIONSHIP OF THE MANPOWER ALLOCATION MODEL AND PRODUCTIVITY MEASUREMENT MODEL

The Manpower Allocation Model is used to determine optimum manpower allocation and is used in conjunction with the Productivity Measurement Model.

The productivity measurement provides a measure of the efficiency of allocating labor resources. A knowledge of the productivity levels and trends is essential for estimating optimum manpower needs and allocations accurately. The manpower allocation and productivity measurement models complement each other. The manpower allocation model is predictive, and the productivity measurement model is basically analytical. The manpower allocation model tells what the outputs and labor inputs should be at an optimum level of operation. The productivity measurement model shows the actual ratio of outputs to labor costs and manhours. The ratio of outputs to inputs at optimality in the allocation model can be used as a standard in the productivity model. The use of this ratio as a standard has several advantages. First, the productivity model can be used to verify the predictions of the allocation model. Second, the standard is more realistic than the average of past productivities, since the allocation model considers shortages and excesses in various labor categories and the resulting need to trade off one type of labor for another.

An example of the possible interaction of the results of the productivity measurement model to the manpower allocation model can be demonstrated by considering hypothetical data from a single cost center, 4D Dental Facilities, at NAS Whiting. For this example, the productivity measurements for the two time periods are shown in Figure 4-3. The effect which a difference in productivity can have on manpower allocation can be seen by comparing the manpower requirements when high productivity is used (Figure 4-4) and when the period of low productivity is used (Figure 4-5).



OPTIMUM COST CENTER MANPOWER ALLOCATIONS

COST CENTER: 40 DENTAL FACILITY

CHARATPA ANNUAL PTR: 2500

ACTIVITY: WHITING (60508)

ANNUAL SQUADRON PTR: VT2 2000

ANNUAL SQUADRON PTR: VT3 2000

OPTIMUM WORK UNITS

4010 2096

*****MANPOWER REQUIREMENTS SUMMARY*****

MILITARY			CIVILIAN			
OFFICER	ENLISTED	TOTAL	GRADED	UNGRADED	TOTAL	GRAND-TOTAL
6	14	20	4	0	4	24

*****BILLET IDENTIFICATION*****

SUBCOST CENTER	*****POSITION TITLE*****
10	DENTAL
10	AST DENTAL
10	AST DENTAL
10	DENTAL ASST
10	PROSTHETIC
10	DENTAL ASST
10	DENTAL ASST
10	CLERK
10	DENTAL HYGIENIST

*****LABOR SKILL CATEGORY*****

NEC/ NOBC	SERVICE	SERIES	GRADE
0365	0	2200	5
0335	0	2200	4
0335	0	2200	3
E	DN		3
E	DT		6
E	DT		5
E	DT		4
GS		301	2
GS		682	5

*****MONTHLY MAN-HOURS AND MANPOWER*****

HOURS REQUIRED	LEAVE AND NON-AVAILABLE	GROSS HOURS	MANPOWER CIV	MIL
155	13	168	0	1
412	92	504	0	3
310	26	336	0	2
879	129	1008	0	6
477	195	672	0	4
465	39	504	0	3
155	13	168	0	1
219	117	336	2	0
219	117	336	2	0

Figure 4-4. Sample High Productivity Measurements

OPTIMUM COST CENTER MANPOWER ALLOCATIONS

COST CENTER: 40 DENTAL FACILITY

CHABATRA ANNUAL PTR: 2500

ACTIVITY: WHITING (60508)

ANNUAL SQUADRON PTR: VT2 2000

ANNUAL SQUADRON PTR: VT3 2000

OPTIMUM WORK UNITS

4010 2096

MANPOWER REQUIREMENTS SUMMARY

MILITARY			CIVILIAN			
OFFICER	ENLISTED	TOTAL	GRADED	UNGRADED	TOTAL	GRAND-TOTAL
9	21	30	6	0	6	36

*****BILLET IDENTIFICATION*****

SUBCOST CENTER	*****POSITION TITLE*****	NEC/ NOBC	SERVICE	SERIES	GRADE	HOURS REQUIRED	LEAVE AND NON-AVAILABLE	GROSS MANPOWER	CIV	MIL
10	DENTAL	0365	0	2200	5	232	104	336	0	2
10	AST DENTAL	0335	0	2200	4	618	54	672	0	4
10	AST DENTAL	0335	0	2200	3	456	39	504	0	3
10	DENTAL ASST		E	DN	3	1318	124	1512	0	9
10	PROSTHETIC		E	DT	6	716	124	840	0	5
10	DENTAL ASST		E	DT	5	689	142	840	0	5
10	DENTAL ASST		E	DT	4	232	104	336	0	2
10	CLERK		GS	301	2	327	177	504	3	0
10	DENTAL HYGIENIST		GS	682	5	327	177	504	3	0

Figure 4-5. Sample Low Productivity Measurements

SECTION 5

MODEL INPUTS

LABOR INPUT AND PROCESS ANALYSIS STRUCTURE

The complete listing of the raw labor inputs forms a basis for the generation of manpower assignments for each specified level of final product output rate. The list of consumers at tenant and throughput activities forms a basis for the ratio of cost center production in support of these activities.

The following is a complete listing of labor inputs for each of the five naval air stations of CNABATRA: Saufley, Ellyson, Whiting, Sherman, and Meridian. Each page will contain a specific cost center with the skill levels (officer, warrant officer, enlisted, and wage board) allocated. Notice that each rank or rating contains many different categories or designations. The MAM accepts each labor skill category as a unique input.

Figure 5-1 defines the tenant and throughput activities included in the study. Figure 5-2 shows the consumption population of tenant activities. Figure 5-3 shows the throughput population. The squadrons are included to indicate type of support received, which is quantified in the model program. The LSR (OPNAV Form 4000/2) designation for service is included for correlation to the subcost center assumed as providing the service.

Figure 5-4 shows the percentage of production for tenants and throughput activities. This percentage was applied to the lower production figure of the two technologies in order not to bias the LP selection, and the result was used for a lower bound on the production for the subcost center.

The LSR did not contain detailed information on the type of supply support provided tenant activities. The assumption was made that this support was similar to that for Cost Center 2142, and the supported population percentage (69%) was used for the following supply subcost centers: 2131, 2145, 2136, 2124, and 2121.

Figures 5-5 and 5-6 show the output reported for the training activities at NAS Pensacola and Meridian. Reporting of the indoctrination course via the Weekly Aviation Statistical Report was not initiated until the 26 Jan 1969 report. To prevent misleading bias the data for the week of 26 January was used for weeks ending on 05, 12, and 19 January.

This report uses Pensacola and Sherman interchangeably to refer to the CNABATRA training activity at NAS Pensacola.

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100

LAUREL TECHNOLOGY

1A COMMAND/EXECUTIVE OFFICES

FLLYSON

LABOR TYPE
AND GRADE

CAPT		1310,	
CDR		1310,	
LCDR		41CO,	
T		41CC,	25C5.
LTJG		1325,	
E-7		MHC,	
F-16		YN9,	J0Z,
P-8		SN,	
B-1		S4,	
G-3		802,	
H-		1081,	
V-1		319,	1020,
G-3		31A,	
H-		1082,	
V-1		322,	

1C COMPTROLLER

FLYSON

1. AREA TYPE
AND GRADE

GS-	9	560,
GS-	7	590,
GS-	5	520,
GS-	4	520,
GS-	2	590,

18 MANAGEMENT ENGINEERING

ELLYSON

LABOR TYPE
AND GRADE

GS-3	YNSN,
GS-11	343,
GS-4	312,

ID CIVILIAN PERSONNEL

FLYSEN

LABOR TYPE
AND GRADE

E- 7 MMC,
 GS- 3 32,

1E MILITARY PERSONNEL

FLLYSON

LABOR TYPE
AND GRADE

1325,					
1104,					
8MCM,					
8TC,	EMC,	MMC,	YNC,	BMC,	
8PN1,	EN1,	ABH1,	BM1,	MM1,	
8YNC,					
8PN3,					
8PNSN,	SN,	AN,			
8SA,					
811C,					
82C4,					

1F SPECIAL SERVICES

ELLYSON

LOAD TYPE
AND GRADE

1105,
MM1, DC1, EN1,
MM2, SH2,
EN3, YNSN,
AN,
AI,
IR,
CI,
1411.

1J ADMINISTRATIVE SERVICES

FLYCAR

LABOR TYPE
AND GRADE

1310,
1420,
1500,
1600,
1700,
1800,
1900,
2000,
2100,
2200,
2300,
2400,
2500,
2600,
2700,
2800,
2900,
3000,
3100,
3200,
3300,
3400,
3500,
3600,
3700,
3800,
3900,
4000,
4100,
4200,
4300,
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5200,
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6800,
6900,
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7100,
7200,
7300,
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7600,
7700,
7800,
7900,
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8100,
8200,
8300,
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10100,
10200,
10300,
10400,
10500,
10600,
10700,
10800,
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11100,
11200,
11300,
11400,
11500,
11600,
11700,
11800,
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12100,
12200,
12300,
12400,
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12800,
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53500

LABOR TECHNOLOGY

2G <u>FUEL OPERATIONS</u> FLLYSON LABOR TYPE AND GRADE WG- C 69064, WX-47 54061,	2H <u>RETAIL OPERATIONS</u> FLLYSON LABOR TYPE AND GRADE SKCS, SKC, SK1, AK1, ADP1, AK2, SK2, ARF2, AK3, SK3, ARF3, AKAN, AN, SN, SKAN, ABKAN,
2N <u>FOOD SERVICES</u> FLLYSON LABOR TYPE AND GRADE LT, IG 1105, 3105, SOC, SKC, AREC, CSC, RM, SO1, CS1, SF1, SK1, FN2, SO2, CS2, MM2, FN2, SO3, CS3, AN, CA, TN, SN, CSSN, CA, TA, AA, CB,	4A <u>MEDICAL SERVICES</u> FLLYSON LABOR TYPE AND GRADE LT 1205, 2105, HM, HM1, DT1, HM2, MM2, HM3, ACN2, AN, HM, AA,
4D <u>DENTAL SERVICES</u> FLLYSON LABOR TYPE AND GRADE CDR 2200, LT 2200, E- 5 DT2, E- 4 DT3, E- 3 DN, SN, GS- 4 A92,	6A <u>COMMUNICATIONS</u> FLLYSON LABOR TYPE AND GRADE CNS 1355, E- 7 RM, E- 5 RM2, E- 4 CYN2, E- 3 CYNEN, SN,
6C <u>AIR OPERATIONS</u> FLLYSON LABOR TYPE AND GRADE CDR 1310, LCDR 1317, LT 1310, 1315, ENS 1355, E- 7 ACC, PHC, E- 4 AC1, PH1, E- 5 AC2, PH2, E- 4 AC3, PH3, E- 3 ACAN, AN, GS- 5 1060, GS- 4 318,	6J <u>TRAINING, GENERAL</u> FLLYSON LABOR TYPE AND GRADE CDR 1310, LCDR 1310, 1315, LT 1310, E- 7 TDC, E- 4 TD1, E- 5 TD2, E- 4 TD3, E- 3 TDAN, AN, GS- 5 318,

NOT REPRODUCIBLE

A9 AIRCRAFT MAINTENANCE

FLLYSIA

LABOR TYPE
AND GRADE

AA AIRCRAFT MAINTENANCE

FLLYSON

LABOR TYPE
AND GRADE

CDR	1312,	
LCDR	6852,	
LT	6853,	
E-8	AMCS,	
E-7	A7C,	
E-6	A71,	
E-5	A72,	
E-4	A73,	
E-3	YNSN,	AN, A7AN,
GS-4	318,	
GS-3	322,	

SH40 HT8

FLLYSON

LABOR TYPE
AND GRADE

LCDR	1331, 6852,	
LT	1310, 6852, 1370,	
LTJG	1370,	
ENS	1355, 7600,	
E-8	AMCC, ADCC, AMSC,	
E-7	ACC, AKC, ADJC, AMSC, ADPC, AMHC, AMCC, AEC, ATC, ATCS,	
E-6	AMH1, A71, AMS1, ADR1, ADJ1, AT1, A61, AMF1, AD1, AK1, AF1,	
E-5	PR1, ADP2, AK2, AMH2, ADJ2, AMS2, AEP, PR2, ATN2, ATS2, AMF2, ASH2,	
E-4	A72, ADR3, ADJ3, AMS3, AMH3, PR3, AK3, AV2, A73, ATN3, AMF3,	
E-3	ASM3, ASE3, ARP3, ADPAN, PPAN, AN, AMHAN, ADJAN, ATAN, AMSAN, ATNAN, 1331, AFAN, AMFAN,	
E-2	AENA,	
GS-4	AMS41, AA, ADRAA, ADJAA, AMH4A,	
GS-3	318,	
GS-2	322,	

1A COMMAND WHITING LABOR TYPE AND GRADE CAPT 131C, CPT 131C, LCOR 1317, 41CS, LT 41CO, 11CS, 25CS, LTIG 4100, E-9 RMCN, E-7 RMC, E-6 RT1, MM1, E-5 JO2, E-4 JO3, YN3, E-3 JO3N, AN, E-2 1082, 112, E-1 117, 31C, GS-11 1082, GS-10 117, GS-9 318, GS-8 322,	1D CIVILIAN MANPOWER MGT. WHITING LABOR TYPE AND GRADE GS-11 201, GS-7 203, GS-4 203, GS-3 322,
1C COMPTROLLER WHITING LABOR TYPE AND GRADE LCOR 31CC, GS-5 5C1, GS-4 5C1,	1E MILITARY PERSONNEL WHITING LABOR TYPE AND GRADE CCR 11CO, LT A2C1, 11CF, E-9 PNCN, E-8 FOC5, E-7 EMC, E-6 DM1, FM1, E-5 DM2, E-4 DM3, E-3 PNCN, 3N, 5N, E-2 43, GS-4 204, GS-3 322, GS-2 204C,
1F RESALE AND SPECIAL SERVICES WHITING LABOR TYPE AND GRADE E-9 OMCS, MMCS, E-7 MMC, RMC, E-6 RT1, SM1, FN1, MM1, E-5 MM2, FN2, RT2, FM2, 342, RM2, E-4 AMCS, ARD3, CM1, E-3 EN, AN, 3N, AMSAN, E-2 43, ADRAA, GS-11 188, GS-10 188, GS-9 3C1, GS-8 1411, GS-7 3C1, GS-6 53019, GS-5 53019, GS-4 53019,	
1J ADMINISTRATIVE OFFICE SUPPLIES WHITING LABOR TYPE AND GRADE GS-11 301, GS-10 344, GS-9 303, 6CS, GS-8 303, GS-7 303, GS-6 303, GS-5 303, GS-4 303, GS-3 303, GS-2 303, GS-1 303,	2B INVENTORY CONTROL WHITING LABOR TYPE AND GRADE E-4 AK1, E-3 41, GS-4 205C, GS-3 204C, GS-2 322,

2C PURCHASE WHITING LABOR TYPE AND GRADE GS- A 2024.	2D MATERIAL CONTROL WHITING LABOR TYPE AND GRADE E- 7 AKC, E- 4 AK1, E- 4 AK2, E- 3 SK3, AK2, E- 3 AN, WG- 6 AGCC7, WG- 6 AGCC7, WG- 1 25006.
2G FUEL OPERATIONS WHITING LABOR TYPE AND GRADE E- 8 WMC3, E- 8 WMC3, ABF2, E- 4 ABF3, E- 3 AREAN, AN, WG- 10 69034, WG- 5 49004.	2H RETAIL OPERATIONS WHITING LABOR TYPE AND GRADE E- 4 SK2.
2M HOUSEHOLD GOODS WHITING LABOR TYPE AND GRADE GS- 5 2134.	2N FOOD SERVICE WHITING LABOR TYPE AND GRADE LT 1105, WG- 3 2001, E- 4 SDCH, E- 4 AMHC, E- 4 CS1, RTG, SFG, CSC, E- 4 CS2, RTG, SFG, SK1, E- 4 CS3, SFG, E- 4 AN, TN, CSN, E- 4 AA, TA, CSEA, GS- 10 2101, GS- 10 225, WG- 4 74004, WG- 2 74008, WG- 1 76004.
4A MEDICAL FACILITY WHITING LABOR TYPE AND GRADE CDR 2100, LCDR 2103, 2900, LT 2172, 2109, E- 8 HMC3, E- 4 HMC, E- 4 HMC1, E- 4 HMC2, E- 4 HMC3, E- 3 HMC.	4D DENTAL FACILITY WHITING LABOR TYPE AND GRADE CDR 2200, LCDR 2200, LT 2200, E- 4 DT1, E- 4 DT2, E- 4 DT3, E- 4 DTN, E- 2 493, E- 2 501.
6A COMMUNICATIONS WHITING LABOR TYPE AND GRADE LT 1324, E- 7 RUC, E- 4 SK1, RM1, YN1, RM1, E- 4 SK2, RM2, RM2, E- 3 AN, SN, RUC, CYASN, E- 7 AA.	

NOT REPRODUCIBLE

6C AIR OPERATIONS

WHITING,

LAMP TYPE
AND GRADE

1317,			
1255,			
6402,			
ETC,			
ARCS,	ACCS,		
ACC,			
AC1,	FT1,	GNC1,	DH1,
AC2,	FTN2,	GNC2,	DH2,
AC3,	ETN3,	FTR3,	ARM2,
ACAN,	AN,	PHAN,	ARM3,
ACAA,	AA,		
BSA,			
312,			
332,			
26C14,			

6J TRAINING, GENERAL

WHITING

LARGE TYPE
AND GRADE

131C,	
132C,	
137C,	7412, 1320, 1325,
138C,	1355, 137C,
139C,	
140C,	
141C,	TD1,
142C,	
143C,	
144C,	TDAN,
145C,	
146C,	1416,
147C,	
148C,	
149C,	
150C,	2040, 3C1,

6F OPERATIONS OF AIRCRAFT

WHITING

LABOR TYPE
AND GRADE

AA AIRCRAFT MAINTENANCE
DEPARTMENT

WHITI'

LARGE TYPE
AND GRADE

[illegible]

SB30 VT2

WHITING

LAND TYPE
AND GRADE

1331, UNKNWN, 137C.
1331,
1370, 1331,
ATC, ATC,
A71,
AMC,
ADR,
AN, CN,
AA,
3C1,
3C1,
3C2,
3C4,
1331,

SB40 VT2

WHITING,

LABOR TYPE
AND GRADE

134C, 685C, 741C,
 1351, 137C,
 741C, 1350,
 1340,
 16CC,
 1331, 137C,
 AFCH,
 ADCC, AMSC, SKCS, AMCS,
 ATC, ADRC, ATC, AEC, AMSC,
 AM1, AT1, AM1, AE1, AMR1, AK1, AME1, ADP2, AT1, AS1,
 AT2, ATN2, ADP2, AK2, AMH2, AMS2, AMH2, AME2, AM12, PR2, AT2,
 AM2,
 AT2, AMS, AMH2, PR3, AMR3, AME3, AE3, ATN3, ASM1,
 ADAN, AEAN, AN, ATAN, AMAN, AMHAN, POAN, ATNAN, ASMAN,
 ANAA, ADRAA, AMSAA, AMHAA,
 1322,
 1301,
 1302,
 1306,
 1331,

SC40 VT3

WHITING

LABOR TYPE
AND GRADE

[illegible]

CHEONG

1 196R YDF
1 196R YDF

[illegible]

CHERMAN

LARD TYPE
AND GRADE

1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	1461	1462	1463	1464	1465	1466	1467	1468	1469	1470	1471	1472	1473	1474	1475	1476	1477	1478	1479	1480	1481	1482	1483	1484	1485	1486	1487	1488	1489	1490	1491	1492	1493	1494	1495	1496	1497	1498	1499	1500	1501	1502	1503	1504	1505	1506	1507	1508	1509	1510	1511	1512	1513	1514	1515	1516	1517	1518	1519	1520	1521	1522	1523	1524	1525	1526	1527	1528	1529	1530	1531	1532	1533	1534	1535	1536	1537	1538	1539	1540	1541	1542	1543	1544	1545	1546	1547	1548	1549	1550	1551	1552	1553	1554	1555	1556	1557	1558	1559	1560	1561	1562	1563	1564	1565	1566	1567	1568	1569	1570	1571	1572	1573	1574	1575	1576	1577	1578	1579	1580	1581	1582	1583	1584	1585	1586	1587	1588	1589	1590	1591	1592	1593	1594	1595	1596	1597	1598	1599	1600	1601	1602	1603	1604	1605	1606	1607	1608	1609	1610	1611	1612	1613	1614	1615	1616	1617	1618	1619	1620	1621	1622	1623	1624	1625	1626	1627	1628	1629	1630	1631	1632	1633	1634	1635	1636	1637	1638	1639	1640	1641	1642	1643	1644	1645	1646	1647	1648	1649	1650	1651	1652	1653	1654	1655	1656	1657	1658	1659	1660	1661	1662	1663	1664	1665	1666	1667	1668	1669	1670	1671	1672	1673	1674	1675	1676	1677	1678	1679	1680	1681	1682	1683	1684	1685	1686	1687	1688	1689	1690	1691	1692	1693	1694	1695	1696	1697	1698	1699	1700	1701	1702	1703	1704	1705	1706	1707	1708	1709	1710	1711	1712	1713	1714	1715	1716	1717	1718	1719	1720	1721	1722	1723	1724	1725	1726	1727	1728	1729	1730	1731	1732	1733	1734	1735	1736	1737	1738	1739	1740	1741	1742	1743	1744	1745	1746	1747	1748	1749	1750	1751	1752	1753	1754	1755	1756	1757	1758	1759	1760	1761	1762	1763
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C AIRCRAFT MAINTENANCE

CHFDMAA

1 1/2" TYP
AND 1/4"

[illegible]

D AIR OPERATIONS

CHFRM9A

1 1/2" TYPE
B40 COARSE

1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	1461	1462	1463	1464	1465	1466	1467	1468	1469	1470	1471	1472	1473	1474	1475	1476	1477	1478	1479	1480	1481	1482	1483	1484	1485	1486	1487	1488	1489	1490	1491	1492	1493	1494	1495	1496	1497	1498	1499	1500	1501	1502	1503	1504	1505	1506	1507	1508	1509	1510	1511	1512	1513	1514	1515	1516	1517	1518	1519	1520	1521	1522	1523	1524	1525	1526	1527	1528	1529	1530	1531	1532	1533	1534	1535	1536	1537	1538	1539	1540	1541	1542	1543	1544	1545	1546	1547	1548	1549	1550	1551	1552	1553	1554	1555	1556	1557	1558	1559	1560	1561	1562	1563	1564	1565	1566	1567	1568	1569	1570	1571	1572	1573	1574	1575	1576	1577	1578	1579	1580	1581	1582	1583	1584	1585	1586	1587	1588	1589	1590	1591	1592	1593	1594	1595	1596	1597	1598	1599	1600	1601	1602	1603	1604	1605	1606	1607	1608	1609	1610	1611	1612	1613	1614	1615	1616	1617	1618	1619	1620	1621	1622	1623	1624	1625	1626	1627	1628	1629	1630	1631	1632	1633	1634	1635	1636	1637	1638	1639	1640	1641	1642	1643	1644	1645	1646	1647	1648	1649	1650	1651	1652	1653	1654	1655	1656	1657	1658	1659	1660	1661	1662	1663	1664	1665	1666	1667	1668	1669	1670	1671	1672	1673	1674	1675	1676	1677	1678	1679	1680	1681	1682	1683	1684	1685	1686	1687	1688	1689	1690	1691	1692	1693	1694	1695	1696	1697	1698	1699	1700	1701	1702	1703	1704	1705	1706	1707	1708	1709	1710	1711	1712	1713	1714	1715	1716	1717	1718	1719	1720	1721	1722	1723	1724	1725	1726	1727	1728	1729	1730	1731	1732	1733	1734	1735	1736	1737	1738	1739	1740	1741	1742	1743	1744	1745	1746	1747	1748	1749	1750	1751	1752	1753	1754	1755	1756	1757	1758	1759	1760	1761	1762	1763	1764	1765
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LAROP TECHNOLOGY

R NAVAL AVIATION SCHOOLS COMMAND

SHERMAN

LAROP TYPE AND GRADE

CAPT	131C.						
LTJG	131C.	137C.					
LT	131C.	131C.	1322.	1315.	1300.	1325.	1350.
LTJG	137C.	131C.	110C.	4900.	1317.	1325.	1300.
E-6	ADFC.	24FC.					
E-7	CMC.	CMC.					
E-8	YH1.	DD1.	SH1.	TC1.			
E-9	SO2.	CM2.	CM2.	YH2.			
E-10	CM3.						
E-11	ANDAN.	CM.	DD1A.	AA.			
E-12	SA.	DD1A.					
E-13	PO1.	170C.	171C.				
E-14	244.						
E-15	1001.						
E-16	204.	210.	1002.				
E-17	SC1.	10.		1021.	204.	322.	
E-18	323.	204C.	30.				
E-19	350.	171C.					
E-20	4704C.						
E-21	35002.						
E-22	35004.						

S000 VT4 SQUADRON

SHERMAN

LAROP TYPE AND GRADE

LTJG	137C.	1321.	136C.	4900.	2100.
LT	1321.	137C.	490C.		
LTJG	1321.				
E-6	APCS.	AVCS.	ADCS.	ATCS.	
E-7	YHC.	PHC.	SCC.	QMC.	ATC.
E-8	ADG.	ARMG.			
E-9	YH1.	PH1.	9P1.	A71.	AT1.
E-10	DD1.	AD1.	AD1.	AMC1.	AK1.
E-11	YH2.	PH2.	MM2.	A72.	AK2.
E-12	ATG2.	LE2.	AC2.	ACE2.	
E-13	YH3.	PH3.	A73.	AC3.	ADJ3.
E-14	AF3.	AC3.	ACE3.		
E-15	YH4.	PH4.	PA4.	A74.	AN.
E-16	AF4.	AC4.	ACE4.		
E-17	YH5.	PH5.	PA5.	A75.	AN.
E-18	AF5.	AC5.	ACE5.		
E-19	YH6.	PH6.	PA6.	A76.	AN.
E-20	AF6.	AC6.	ACE6.		
E-21	YH7.	PH7.	PA7.	A77.	AN.
E-22	AF7.	AC7.	ACE7.		
E-23	YH8.	PH8.	PA8.	A78.	AN.
E-24	AF8.	AC8.	ACE8.		
E-25	YH9.	PH9.	PA9.	A79.	AN.
E-26	AF9.	AC9.	ACE9.		
E-27	YH10.	PH10.	PA10.	A80.	AN.
E-28	AF10.	AC10.	ACE10.		
E-29	YH11.	PH11.	PA11.	A81.	AN.
E-30	AF11.	AC11.	ACE11.		
E-31	YH12.	PH12.	PA12.	A82.	AN.
E-32	AF12.	AC12.	ACE12.		
E-33	YH13.	PH13.	PA13.	A83.	AN.
E-34	AF13.	AC13.	ACE13.		
E-35	YH14.	PH14.	PA14.	A84.	AN.
E-36	AF14.	AC14.	ACE14.		
E-37	YH15.	PH15.	PA15.	A85.	AN.
E-38	AF15.	AC15.	ACE15.		
E-39	YH16.	PH16.	PA16.	A86.	AN.
E-40	AF16.	AC16.	ACE16.		
E-41	YH17.	PH17.	PA17.	A87.	AN.
E-42	AF17.	AC17.	ACE17.		
E-43	YH18.	PH18.	PA18.	A88.	AN.
E-44	AF18.	AC18.	ACE18.		
E-45	YH19.	PH19.	PA19.	A89.	AN.
E-46	AF19.	AC19.	ACE19.		
E-47	YH20.	PH20.	PA20.	A90.	AN.
E-48	AF20.	AC20.	ACE20.		
E-49	YH21.	PH21.	PA21.	A91.	AN.
E-50	AF21.	AC21.	ACE21.		
E-51	YH22.	PH22.	PA22.	A92.	AN.
E-52	AF22.	AC22.	ACE22.		
E-53	YH23.	PH23.	PA23.	A93.	AN.
E-54	AF23.	AC23.	ACE23.		
E-55	YH24.	PH24.	PA24.	A94.	AN.
E-56	AF24.	AC24.	ACE24.		
E-57	YH25.	PH25.	PA25.	A95.	AN.
E-58	AF25.	AC25.	ACE25.		
E-59	YH26.	PH26.	PA26.	A96.	AN.
E-60	AF26.	AC26.	ACE26.		
E-61	YH27.	PH27.	PA27.	A97.	AN.
E-62	AF27.	AC27.	ACE27.		
E-63	YH28.	PH28.	PA28.	A98.	AN.
E-64	AF28.	AC28.	ACE28.		
E-65	YH29.	PH29.	PA29.	A99.	AN.
E-66	AF29.	AC29.	ACE29.		
E-67	YH30.	PH30.	PA30.	A100.	AN.
E-68	AF30.	AC30.	ACE30.		
E-69	YH31.	PH31.	PA31.	A101.	AN.
E-70	AF31.	AC31.	ACE31.		
E-71	YH32.	PH32.	PA32.	A102.	AN.
E-72	AF32.	AC32.	ACE32.		
E-73	YH33.	PH33.	PA33.	A103.	AN.
E-74	AF33.	AC33.	ACE33.		
E-75	YH34.	PH34.	PA34.	A104.	AN.
E-76	AF34.	AC34.	ACE34.		
E-77	YH35.	PH35.	PA35.	A105.	AN.
E-78	AF35.	AC35.	ACE35.		
E-79	YH36.	PH36.	PA36.	A106.	AN.
E-80	AF36.	AC36.	ACE36.		
E-81	YH37.	PH37.	PA37.	A107.	AN.
E-82	AF37.	AC37.	ACE37.		
E-83	YH38.	PH38.	PA38.	A108.	AN.
E-84	AF38.	AC38.	ACE38.		
E-85	YH39.	PH39.	PA39.	A109.	AN.
E-86	AF39.	AC39.	ACE39.		
E-87	YH40.	PH40.	PA40.	A110.	AN.
E-88	AF40.	AC40.	ACE40.		
E-89	YH41.	PH41.	PA41.	A111.	AN.
E-90	AF41.	AC41.	ACE41.		
E-91	YH42.	PH42.	PA42.	A112.	AN.
E-92	AF42.	AC42.	ACE42.		
E-93	YH43.	PH43.	PA43.	A113.	AN.
E-94	AF43.	AC43.	ACE43.		
E-95	YH44.	PH44.	PA44.	A114.	AN.
E-96	AF44.	AC44.	ACE44.		
E-97	YH45.	PH45.	PA45.	A115.	AN.
E-98	AF45.	AC45.	ACE45.		
E-99	YH46.	PH46.	PA46.	A116.	AN.
E-100	AF46.	AC46.	ACE46.		

SF00 VT6 SQUADRON

SHERMAN

LAROP TYPE AND GRADE

LTJG	1311.	137C.	136C.	6950.	1331.
LT	1311.				
LTJG	1311.				
E-6	ADFC.				
E-7	YHC.	ADFC.	AMSC.	ATC.	
E-8	DTI.	DN1.	YH1.	ADP1.	AMH1.
E-9	MM2.	YH2.	CA2.	A72.	ADP2.
E-10	DN3.	YH3.	A73.	ACP3.	AMH3.
E-11	YH4.	PH4.	PA4.	A74.	AN.
E-12	AF4.	AC4.	ACE4.		
E-13	YH5.	PH5.	PA5.	A75.	AN.
E-14	AF5.	AC5.	ACE5.		
E-15	YH6.	PH6.	PA6.	A76.	AN.
E-16	AF6.	AC6.	ACE6.		
E-17	YH7.	PH7.	PA7.	A77.	AN.
E-18	AF7.	AC7.	ACE7.		
E-19	YH8.	PH8.	PA8.	A78.	AN.
E-20	AF8.	AC8.	ACE8.		
E-21	YH9.	PH9.	PA9.	A79.	AN.
E-22	AF9.	AC9.	ACE9.		
E-23	YH10.	PH10.	PA10.	A80.	AN.
E-24	AF10.	AC10.	ACE10.		
E-25	YH11.	PH11.	PA11.	A81.	AN.
E-26	AF11.	AC11.	ACE11.		
E-27	YH12.	PH12.	PA12.	A82.	AN.
E-28	AF12.	AC12.	ACE12.		
E-29	YH13.	PH13.	PA13.	A83.	AN.
E-30	AF13.	AC13.	ACE13.		
E-31	YH14.	PH14.	PA14.	A84.	AN.
E-32	AF14.	AC14.	ACE14.		
E-33	YH15.	PH15.	PA15.	A85.	AN.
E-34	AF15.	AC15.	ACE15.		
E-35	YH16.	PH16.	PA16.	A86.	AN.
E-36	AF16.	AC16.	ACE16.		
E-37	YH17.	PH17.	PA17.	A87.	AN.
E-38	AF17.	AC17.	ACE17.		
E-39	YH18.	PH18.	PA18.	A88.	AN.
E-40	AF18.	AC18.	ACE18.		
E-41	YH19.	PH19.	PA19.	A89.	AN.
E-42	AF19.	AC19.	ACE19.		
E-43	YH20.	PH20.	PA20.	A90.	AN.
E-44	AF20.	AC20.	ACE20.		
E-45	YH21.	PH21.	PA21.	A91.	AN.
E-46	AF21.	AC21.	ACE21.		
E-47	YH22.	PH22.	PA22.	A92.	AN.
E-48	AF22.	AC22.	ACE22.		
E-49	YH23.	PH23.	PA23.	A93.	AN.
E-50	AF23.	AC23.	ACE23.		
E-51	YH24.	PH24.	PA24.	A94.	AN.
E-52	AF24.	AC24.	ACE24.		
E-53	YH25.	PH25.	PA25.	A95.	AN.
E-54	AF25.	AC25.	ACE25.		
E-55	YH26.	PH26.	PA26.	A96.	AN.
E-56	AF26.	AC26.	ACE26.		
E-57	YH27.	PH27.	PA27.	A97.	AN.
E-58	AF27.	AC27.	ACE27.		
E-59	YH28.	PH28.	PA28.	A98.	AN.
E-60	AF28.	AC28.	ACE28.		
E-61	YH29.	PH29.	PA29.	A99.	AN.
E-62	AF29.	AC29.	ACE29.		
E-63	YH30.	PH30.	PA30.	A100.	AN.
E-64	AF30.	AC30.	ACE30.		
E-65	YH31.	PH31.	PA31.	A101.	AN.
E-66	AF31.	AC31.	ACE31.		
E-67	YH32.	PH32.	PA32.	A102.	AN.
E-68	AF32.	AC32.	ACE32.		
E-69	YH33.	PH33.	PA33.	A103.	AN.
E-70	AF33.	AC33.	ACE33.		
E-71	YH34.	PH34.	PA34.	A104.	AN.
E-72	AF34.	AC34.	ACE34.		
E-73	YH35.	PH35.	PA35.	A105.	AN.
E-74	AF35.	AC35.	ACE35.		
E-75	YH36.	PH36.	PA36.	A106.	AN.
E-76	AF36.	AC36.	ACE36.		
E-77	YH37.	PH37.	PA37.	A107.	AN.
E-78	AF37.	AC37.	ACE37.		
E-79	YH38.	PH38.	PA38.	A108.	AN.
E-80	AF38.	AC38.	ACE38.		
E-81	YH39.	PH39.	PA39.	A109.	AN.
E-82	AF39.	AC39.	ACE39.		
E-83	YH40.	PH40.	PA40.	A110.	AN.
E-84	AF40.	AC40.	ACE40.		
E-85	YH41.	PH41.	PA41.	A111.	AN.
E-86	AF41.	AC41.	ACE41.		
E-87	YH42.	PH42.	PA42.	A112.	AN.
E-88	AF42.	AC42.	ACE42.		
E-89	YH43.	PH43.	PA43.	A113.	AN.
E-90	AF43.	AC43.	ACE43.		
E-91	YH44.	PH44.	PA44.	A114.	AN.
E-92	AF44.				

LABOR TECHNOLOGY

KB00 VT10 SQUADRON

SHERMAN

LABOR TYPE AND GRADE

LCOR 1331, 1370, 1331, 4400,
LT 1370, 1331, 1340,
LTJG 1310, 1370,
E-8 1300, 1300,
E-7 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300,
E-4 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300,
E-3 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300,
E-2 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300, 1300,

S AVIATION OFFICERS CANDIDATE SCHOOL (AOCs)

SHERMAN

LABOR TYPE AND GRADE

CAPT 1310,
CPT 1310,
LCOR 1370, 1300, 1325, 1320, 1312,
LT 1370, 1300, 1325, 1370, 1327, 1312,
LTJG 1325, 1300, 1312, 1305,
E-7 1300, 1300, 1300,
E-6 1300, 1300, 1300,
E-5 1300, 1300, 1300,
E-4 1300, 1300, 1300,
E-3 1300, 1300, 1300,
E-2 1300, 1300, 1300,

T FLIGHT SYSTEMS (FS)

SHERMAN

LABOR TYPE AND GRADE

COR 1370,
LCOR 1320, 1312, 1300, 1305, 1302, 1300,
LT 1300, 1320, 1325, 1310, 1300, 1352, 1350,
LTJG 1312, 1320, 1325,
E-7 1300,
E-6 1300, 1300,
E-5 1300, 1300,
E-4 1300, 1300,
E-3 1300, 1300,
E-2 1300, 1300,

J AVIATION OFFICERS INDOCTRINATION

SHERMAN

LABOR TYPE AND GRADE

LCOR 1310,
LT 1325, 1300, 1302,

LARP TECHNOLOGY

V SURVIVAL TRAINING

СИДОРОВ

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LARGE TYPE
AND GRADE
CAST      9C12,
          131C,
CPS       1325, 3C12, 1312, 1315,
          130C, 131C, 1375, 1320, 1370, 1377, 7402,
IT        1335, 7402,
ITIG      1335, 470C, DRC , RMC ,
CL 7      MMC , 470C, DRC , RMC ,
CL 8      EN1 , DR1 , SW1 , EN1 , PT1 , MW1 , DN1 , AD1 ,
CL 9      DR2 , RD2 , RT2 , AQ2 , MW2 ,
CL 6      DR2 ,
CL 3      DR3N,
GC-11     131C,
GC-2      131C,
WC-5      470C,

```

0062 CNABATRA STAFF

546 0429

1200 TYPE
AND GRADE
VACU 1210.

6200 CNABATRA STAFF

514FRMA.

[illegible]

LARGE TECHNOLOGY

3131

FLIGHT DEMONSTRATION TEAM

SHERMAN

LARGE TYPE
AND COARSE

131C,
131C,
131C, USMC, 132C, 1100.
ADJ1, AMHC,
ADJ1, 2A1, AE1, AMH1, AMF1, AN1, PR1,
VN1, V02, ADJ2, AT2, AE2, AMS2, AMW2, AMF2, 107, PR2, AK2,
AT2,
ADJ2, AMF2,
ADJAN, AN, PRAN, SCAN, AMFAN, ATAN,
ADJAA, AA.

KDOO

AVIATION MUSEUM

SHERMAN

LABOR TYPE
AND GRADE

C- 6 RU1,
F- 3 74CN, SN,
WP-14 6AC14.

K

SECURITY

ΣΗΓΩΜΑΝ

LARGE TYPE
AND GRADE

[illegible]

J

MANAGEMENT ASSISTANCE

SHERMAN

LARGE TYPE
AND GRADE

22	PC1	342	
22	342		
22	PC2	343	
22	PC1	2130	PC2
22	PC2	2130	343
22	213		
22	223	301	
22	223		
22	223		

LABOR TECHNOLOGY

A COMMAND & STAFF

MERIDIAN

NOT REPRODUCIBLE

LARGER TYPE
AND GRADE

41CC,			
132C,	41CC,		
117C,	117C,	162C,	
110E,	110C,	133Z,	
2K1,	VW,		
2K2,	VW,	Y82,	
2K3,			
SA,	VCSA,	YASA,	
G10,			
2C1,			
2C2,			
2C3,			
2C4,	213Z,	54E,	
2C5,	213Z,	54E,	21Z, 32Z,
2C6,	213Z,		

B ADMINISTRATION

MERIDIAN

LARGE TYPE
AND GRADE

[illegible]

C AIRCRAFT MAINTENANCE

WERIDIAN

LARGE TYPE
AND COARSE

[illegible]

AIR OPERATIONS

MERIDIAN

1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 19

E . . . DENTAL SERVICES

VERITAN

2200,
 2200,
 DT,
 DT,
 DN,
 AGI,
 AGI,
 7
 2
 3
 4

F MEDICAL SERVICES

SECRET

CAPT		2100,	
LT		2105,	2100,
LTC		2108,	
MAJ	0	HMC,	
CPT	A	HMT,	
CPT	E	HMT,	
CPT	A	HMT,	
CPT	T	HN,	
CPT	A	HC,	
CPT	T	HC,	

HM SUPPLY - FOOD SERVICES

WESTERN

1	000	000	000
2	001	001	001
3	002	002	002
4	003	003	003
5	004	004	004
6	005	005	005
7	006	006	006
8	007	007	007
9	008	008	008
10	009	009	009
11	010	010	010
12	011	011	011
13	012	012	012
14	013	013	013
15	014	014	014
16	015	015	015
17	016	016	016
18	017	017	017
19	018	018	018
20	019	019	019
21	020	020	020
22	021	021	021
23	022	022	022
24	023	023	023
25	024	024	024
26	025	025	025
27	026	026	026
28	027	027	027
29	028	028	028
30	029	029	029
31	030	030	030
32	031	031	031
33	032	032	032
34	033	033	033
35	034	034	034
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42	041	041	041
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93	092	092	092
94	093	093	093
95	094	094	094
96	095	095	095
97	096	096	096
98	097	097	

G **SUPPLY - GENERAL**

MEP 101 A A

[illegible]

HF SUPPLY - FUEL OPERATIONS

MEMPHIS

7-7	3050
7-7	3050
7-7	3050
7-7	3050

HH SUPPLY - HOUSEHOLD GOODS

W. F. R. O. A.

1990年12月15日
 1990年12月15日
 1990年12月15日

LARCR TECHNOLOGY

NOT REPRODUCIBLE

J TRAINING

MERIDIAN

LARDP TYPE
AND GRADE

	131C,	USVC,	
L	131C,	131C,	132C, 1350, 1325, 1105, USVC,
C	131C,	USVC,	
D	1105,		
R	TDCS,		
E	TDC,		
F	TDI,		
G	TID,		
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M	T		

SG00 VT7 SQUADRON

MERIDIAN

LARGE TYPE
AND GRADE

[illegible]

SJ00 **VT9 SQUADRON**

MERIDIAN

LARGE TYPE
AND GRADE

[illegible]

NOT REPRODUCIBLE

LARGE TYPE
AND GRADE
LESS

[illegible]

LABOR TYPE
AND CRAFT

[illegible]

A. SHORE ACTIVITIES

- ➔ 1. Chief of Naval Air Training
- ➔ 2. Chief of Naval Air Basic Training
- * 3. Naval Aerospace Medical Center
- * 4. Naval Hospital
- * 5. Naval Aerospace Medical Institute
- ➔ 6. Naval Air Station, Pensacola
- ➔ 7. Naval Aviation Schools Command
 - 8. Naval Auxiliary Air Station, Meridian
 - 9. Naval Auxiliary Air Station, Whiting
 - 10. Naval Auxiliary Air Station, Saufley
 - 11. Naval Auxiliary Air Station, Ellyson
- 12. Naval Weather Service Environmental Det., NAAS Saufley
- * 13. Naval Weather Facility, Pensacola
- ➔ 14. Naval Aviation Museum
- ➔ 15. Marine Aviation Detachment
- * 16. Public Works Center, Pensacola
- * 17. Naval Air Technical Training Unit
- 18. Naval Communications Training Center
- 19. Naval Weather Service Environmental Det., Memphis, Tennessee
- 20. Naval Weather Service Environmental Det., New Orleans, Louisiana
- 21. Naval Weather Service Environmental Det., Dallas, Texas
- * 22. Naval Air Systems Command Representative, NATRACOM
- 23. Naval Reserve Training Center, Ellyson
- * 24. Navy Publications and Printing Service Office, NATRACOM
- * 25. Naval Air Rework Facility, Pensacola
- * 26. Naval Training Device Center, Regional Office, Central
- * 27. Naval Investigative Service Resident Agency
- * 28. Naval Air Training Division, Naval Facilities Engineering Com., Pensacola
- * 29. Naval Audit Office
- * 30. Commissary Store, Pensacola
- 31. Commissary Store, Meridian
- 32. Supervisor of Shipbuilding, Conversion and Repair, Pascagoula, Miss.
- 33. Naval and Marine Corps Reserve Training Center, Mobile, Alabama
- 34. Naval Reserve Training Facility, Laurel, Miss.
- 35. Naval Reserve Training Facility, Hattiesburg, Miss.
- 36. Naval and Marine Corps Reserve Training Center, Jackson, Miss.
- 37. Naval Reserve Training Facility, Vicksburg, Miss.
- 38. Naval Reserve Training Facility, Natchez, Mississippi
- 39. Naval and Marine Corps Reserve Training Center, Montgomery, Alabama
- 40. Naval Reserve Training Facility, Troy, Alabama
- 41. Construction Battalion Center, Gulfport, Miss.

Figure 5-1. Definition of Activities and Units Providing and Receiving Support

Figure 5-1 (Cont'd)

42. Construction Training Unit, Gulfport, Miss.
43. Naval Weather Service Environmental Det., Chase Field, Texas
44. Naval Weather Service Environmental Det., Corpus Christi, Texas
45. Naval Weather Service Environmental Det., Kingsville, Texas
46. Naval and Marine Corps Reserve Training Center, Gulfport, Miss.
47. Naval Reserve Officers Training Corps Unit, Auburn, Alabama
48. Navy Mine Defense Laboratory, Panama City, Florida
49. Naval Air Mine Defense Development Unit, Panama City, Florida
50. Naval Recruiting Center, Birmingham, Alabama
51. U.S. Coast Guard Search and Rescue Unit, Biloxi, Mississippi
52. Naval Air Systems Command Representative, Dothan, Alabama
53. Naval Weather Service Environmental Det., NAAS Meridian
56. Naval Weather Service Environmental Det., NAAS Whiting
57. U.S. Army Reserve Training Center
- * 58. National Cemetery
59. Naval Weather Service Environmental Det., NAAS Ellyson
68. Naval Air Station, Glenview, Illinois
69. Naval Air Station, Glynnco, Georgia
75. Naval Air Station, Memphis, Tennessee
78. Naval Air Station, New Orleans, Louisiana
83. Naval Air Station, Olathe, Kansas
147. Naval Avionics Facility, Indianapolis, Indiana
191. Naval Station, New Orleans, Louisiana
192. Naval Ammunition Depot, Shumaker, Camden, Arkansas
193. Naval Air Systems Command Representative, St. Louis, Mo.
194. Naval All-Weather Flight Detachment, Eglin AFB, Florida
- * 200. Naval Air Maintenance Training Detachment, Pensacola, Florida

B. SHORE ACTIVITIES OF THE OPERATING FORCES

1. Training Squadron ONE
2. Training Squadron TWO
3. Training Squadron THREE
- 4. Training Squadron FOUR
5. Training Squadron FIVE
- 6. Training Squadron SIX
7. Training Squadron SEVEN
8. Training Squadron EIGHT (Helicopter)
9. Training Squadron NINE
- 10. Training Squadron TEN
11. Visiting Fleet Squadrons (Carrier Qualifications)

Figure 5-1 (Cont'd)

C. OTHER UNITS

1. Florida National Guard Unit (Hq. 265th Bn. AW)
2. USSCG SEBAGO
3. USSCG CAPE YORK
4. Misc. Mil/Civ (Civilian contractor-Air Cargo, transient aircraft, ships)

D. SHIPS AND UNITS HOMEPORTED LOCALLY

- * 1. USS LEXINGTON (CVS-16)
- * 2. USS TWEEDY (DD-532)

➔ Throughput Activity in the CNABATRA Model

* Tenant Activity in the CNABATRA Model

ACTIVITIES RECEIVING SERVICES						A1	A2	A14
Cost Centers/Sub	O	→				52	46	0
Cost Centers at	E	→				54	53	5
NAS Pensacola	C	→				75	43	1
Providing Services	SO	→				60	0	0
	SE	→				0	0	0
Cost/Sub-Cost	OPNAV 4000	Distribu- tion Rule	Total	Sub Total				
A 1A30-	G13	O E C S	7157	146			142	6
1A40	G12	O E S	3222	270	166		99	5
9931	J1a	O E S	4376	270	166		99	5
9939	G13	O E S	4730	270	166		99	5
B 1E20	G11	O	97	46	166		46	0
1E30	G11	E	539	58			53	5
1E40	G8	O E S	2170	270	166		99	5
1J20	G14	O E S	735	270	166		99	5
6A10	A7	O E C S	10025	6				6
9921	H3&5	O E S	3145	270	166		99	5
9932	J1V	O	546	98	52		46	0
9934	J1Y	E	2837	58	54		53	5
9937	J*	O E S	4730	270	166		99	5
E 1C20	G3	O E C S	8011	389	241		142	6
1C40	G3	O E C S	8011	389	241		142	6
1C50	G4	C	6981	47	75		46	1
1C70	G4	O E S	3252	270	166		99	5
F 1H30	G7	O E C S	9332	383	241		142	
G 4D10	F4	O E S	2929	270	166		99	5
H 1D20	G9	C	7403	122	75		46	1
1D30	G9	C	1403	122	75		46	1
1D40	G9	C	7403	122	75		46	1
1D50	G9	C	7403	122	75		46	1
1D60	G9	C	7403	122	75		46	1
K 4C10	F5	O E S	2709	270	166		99	5
N 2142	E4	O E S	4687	270	166		m 99	5
OH 2330	E3	O E S	7525	284	166		111	7
OF 2141	A4	F L R						
OM 9911	H6	E SE	3285	66			60	6

Figure 5-2. Quantification of Support Provided Tenant Activities by NAS Pensacola
(Sheet 1 of 5)

Figure 5-2 (Cont'd) (Sheet 2 of 5)

ACTIVITIES RECEIVING SERVICES					A3	A4	A5	A13	A15
Cost Centers/Sub-			0	→	10	120	53	3	6
cost Centers at			E	→	29	192	88	25	36
IIAS Pensacola			C	→	79	139			0
Providing Services			SO	→		66			0
			SE	→			45		0
Cost/Subcost	↓ OPIAV 4000	↓ Distribu- tion Rule	↓ Sub Total						
A	1A30	G13	0 E C S	32				32	
	1A40	G12	0 E S	607		312	225	28	42
	9931	J1a	0 E S	295			225	28	42
	9939	G13	0 E S	646	39	312	225	28	42
B	1E20	G11	0	3				3	
	1E30	G11	E	25				25	
	1E40	G8	0 E S	28				28	
	1J20	G14	0 E S	28				28	
	6A10	A7	0 E C S	872	118	450	225	37	42
	9921	H3&5	0 E S	511	10	312	119	28	42
	9932	J1V	0	227	10	120	88	3	6
	9934	J1Y	E	415	29	192	133	25	36
	9937	J*	0 E S	646	39	312	225	28	42
E	1C20	G3	0 E C S	32				32	
	1C40	G3	0 E C S	32				32	
	1C50	G4	C	217	79	138	0		0
	1C70	G4	0 E S	618	39	312	225		42
F	1H30	G7	0 E C S	32				32	
G	4D10	F4	0 E S	295			225	28	42
H	1D20	G9	C	83	79			4	0
	1D30	G9	C	83	79			4	0
	1D40	G9	C	83	79			4	0
	1D50	G9	C	83	79			4	0
	1D60	G9	C	83	79			4	0
K	4C10	F5	0 E S	70				28	42
N	2142	E4	0 E S	604	39	312	225	28	
OH	2330	E3	0 E S	646	39	312	225	28	42
OF	2141	A4	F L R						
OM	9911	H6	E SE	61				25	36

Figure 5-2 (Cont'd) (Sheet 3 of 5)

ACTIVITIES RECEIVING SERVICES					A16	A17	A22	A24	A25
Cost Centers/Sub-		0	→		11	17	3	0	16
Cost Centers at		E	→		0	125	8	0	40
NAS Pensacola		C	→		854	54	106	30	5228
Providing Services		SO	→		0	5	0	0	0
		SE	→		0	315	0	0	0
Cost/Subcost ↓	OPNAV 4000 ↓	Distribu- tion Rule ↓	Sub Total ↓						
A 1A30	G13	0 E C S	6266		865				5284
1A40	G12	0 E S	540		11	462	11		56
9931	J1a	0 E S	540		11	462	11	0	56
9939	G13	0 E S	540		11	462	11	0	56
B 1E20	G11	0	19				3		16
1E30	G11	E	48				8		40
1E40	G8	0 E S	67				11		56
1J20	G14	0 E S							
6A10	A7	0 E C S	6812		865	516	117	30	5284
9921	H3&5	0 E S	540		11	462	11		56
9932	J1V	0	76		11	22	3	0	40
9934	J1Y	E	488			440	8	0	40
9937	J*	0 E S	540		11	462	11	0	56
E 1C20	G3	0 E C S	6812		865	516	117	30	5284
1C40	G3	0 E C S	6812		865	516	117	30	5284
1C50	G4	C	6272		854	54	106	30	5228
1C70	G4	0 E S	540		11	462	11	0	56
F 1H30	G7	0 E C S	6775		865	516	117		5284
G 4D10	F4	0 E S	540		11	462	11		56
H 1D20	G9	C	6782		854	54	106		5228
1D30	G9	C	6782		854	54	106		5228
1D40	G9	C	6782		854	54	106		5228
1D50	G9	C	6782		854	54	106		5228
1D60	G9	C	6782		854	54	106		5228
K 4C10	F5	0 E S	540		11	462	11		56
N 2142	E4	0 E S	540		11	462	11	0	56
OM 2330	E3	0 E S	540		11	462	11		56
OF 2141	A4	F L R							
OM 9911	H6	E SE	488			440	8		40

Figure 5-2 (Cont'd) (Sheet 4 of 5)

ACTIVITIES RECEIVING SERVICES				A26	A27	A28	A29	A30	
Cost Centers/Sub	O	→		0	1	2	2	3	
Cost Centers at	E	→		0	0	0	0	16	
NAS Pensacola	C	→		29	12	22	13	79	
Providing Services	SO	→		0	0	0	0	0	
	SE	→		0	0	0	0	0	
Cost/Sub-Cost	↓ OPNAV 4000	↓ Distribution Rule	↓ Sub Total						
A	1A30	G13	O E C S						
	1A40	G12	O E S						
	9931	J1a	O E S	21		2		19	
	9939	G13	O E S	24	0	1	2	19	
B	1E20	G11	O						
	1E30	G11	E						
	1E40	G8	O E S						
	1J20	G14	O E S						
	6A10	A7	O E C S	176	29	13	24	15	98
	9921	H3&5	O E S	19					19
	9932	J1V	O	5		2			3
	9934	J1V	E	16		0			16
	9937	J*	O E S	24	0	1	2	2	19
E	1C20	G3	O E C S	127	29				98
	1C40	G3	O E C S	127	29				98
	1C50	G4	C	102	29				79
	1C70	G4	O E S	19	0				19
F	1H30	G7	O E C S						
G	4D10	F4	O E S	19					19
H	1D20	G9	C	19					19
	1D30	G9	C	19					19
	1D40	G9	C	19					19
	1D50	G9	C	19					19
	1D60	G9	C	19					19
K	4C10	F5	O E S	24		1	2	2	19
N	2142	E4	O E S	23			2	2	19
OH	2330	E3	O E S	24		1	2	2	19
OF	2141	A4	F L R	0					
OM	9911	H6	E SE	0		0			

Figure 5-2 (Cont'd) (Sheet 5 of 5)

ACTIVITIES RECEIVING SERVICES					A58	A200	D1	D2
Cost Centers/Sub			0	→	0	0	79	3
Cost Centers at			E	→	0	8	1321	42
NAS Pensacola			C	→	9	0	0	0
Providing Services			SO	→	0	0	0	0
			SE	→	0	52	0	0
Cost/Sub-Cost	OPNAV 4000	Distribu- tion Rule	Sub Total					
A 1A30	G13	0 E C S	60			60		
1A40	G12	0 E S	60			60		
9931	J1a	0 E S	1505			60	1400	45
9939	G13	0 E S	1505		0	60	1400	45
B 1E20	G11	0				0		
1E30	G11	E	60			60		
1E40	G8	0 E S	60			60		
1J20	G14	0 E S	60			60		
6A10	A7	0 E C S	1505			60	1400	45
9921	H3&5	0 E S	60			60		
9932	J1V	0	82			0	79	3
9934	J1Y	E	1423			60	1321	42
9937	J*	0 E S	1505		0	60	1400	45
E 1C20	G3	0 E C S						
1C40	G3	0 E C S						
1C50	G4	C				0		0
1C70	G4	0 E S	60			60		
F 1H30	G7	0 E C S	60			60		
G 4D10	F4	0 E S	60			60		
H 1D20	G9	C	60			60		
1D30	G9	C	60			60		
1D40	G9	C	60			60		
1D50	G9	C	60			60		
1D60	G9	C	60			60		
K 4C10	F5	0 E S	60			60		
N 2142	E4	0 E S	1505		0	60	1400	45
OM 2330	E3	0 E S	1505		0	60	1400	45
OF 2141	A4	F L R						
OM 9911	H6	E SE	60			60		

ACTIVITIES RECEIVING SERVICES					A6	A7	B4	B6	B10
Cost Centers/Sub-cost Centers at									
NAS Pensacola									
Providing Services									
Cost/Subcost ↓ OPIAV 4000 ↓ Distribution Rule ↓ Sub Total ↓									
A	1A30	G13	0 E C S	651	651		0	0	0
1	1A40	G12	0 E S	1745	377	1368	0	0	0
	9931	J1a	0 E S	1745	377	1368	0	0	0
	9939	G13	0 E S	1745	377	1368	0	0	0
B	1E20	G11	0	29	29				
	1E30	G11	E	348	348				
	1E40	G8	0 E S	1745	377	1368	0	0	0
	1J20	G14	0 E S	377	377		0	0	0
	6A10	A7	0 E C S	651	651		0	0	0
	9921	H3&5	0 E S	1745	377	1368	0	0	0
	9932	J1V	0	58	29	29	0	0	0
	9934	J1Y	E	437	348	89	0	0	0
	9937	J*	0 E S	1745	377	1368	0	0	0
E	1C20	G3	0 E C S	651	657		0	0	0
	1C40	G3	0 E C S	651	657		0	0	0
	1C50	G4	C	337	279	63	0	0	0
	1C70	G4	0 E S	1745	377	1368	0	0	0
F	1H30	G7	0 E C S	2082	651	1431	0	0	0
G	4D10	F4	0 E S	1745	377	1368	0	0	0
H	1D20	G9	C	337	274	63	0	0	0
	1D30	G9	C	337	274	63	0	0	0
	1D40	G9	C	337	274	63	0	0	0
	1D50	G9	C	337	274	63	0	0	0
	1D60	G9	C	337	274	63	0	0	0
K	4C10	F5	0 E S	1745	377	1368	0	0	0
N	2142	E4	0 E S	1745	377	1368	0	0	0
OH	2330	E3	0 E S	4526	1585	1489	762	193	497
OF	2141	A4	F L R		0	0	0	0	0
OM	9911	H6	E SE	2610	1719	107	548	98	138

Figure 5-3. Quantification of Consumption by Throughput Entities in Training Sensitive Activities at NAS Pensacola

Producing Subcost Center	Consumption Population From Tenants and Throughputs	Consumption Population From Training Sensitive Activities	Total Consumption Population (except students)	Percentage of Total For Tenants And Throughput Activities
A 1A30	7157	3253	10410	68.75%
1A40	3222	2069	5291	60.90%
9931	4376	2069	6445	67.90%
9839	4730	2069	6799	69.57%
E 1E20	97	313	410	23.66%
1E30	539	1756	2295	23.49%
1E40	2170	3253	5423	66.71%
1J20	735	3253	3988	18.43%
6A10	10025	3253	13278	75.50%
9921	3145	2069	5214	60.32%
9932	546	313	859	63.56%
9934	2837	1756	4593	61.77%
9937	4730	2069	6799	69.57%
E 1C20	8011	3253	11264	71.12%
1C40	8011	3253	11264	71.12%
1C50	6981	1184	8165	85.50%
1C70	3252	3253	6504	50.00%
F 1H30	9332	3253	12585	74.15%
G 4C10	2929	2069	4998	58.60%
H 1D20	7403	1184	8587	86.21%
1D30	7403	1184	8587	86.21%
1D40	7403	1184	8587	86.21%
1D50	7403	1184	8587	86.21%
1D60	7403	1184	8587	86.21%
K 4C10	2709	3253	5962	45.44%
N 2142	4687	2069	6756	69.38%
OH 2330	7525	2069	9594	78.43%
OF 2141	0	0	0	0.00%
OM 5911	3285	1756	5041	65.17%

Figure 5-4. Percentage of Intermediate Products Consumption For Tenants And Throughput Activities at IAS Pensacola

SYSTEM ELEMENT	(GRADUATIONS/TRANSFERS)				MONTHLY AVERAGE	ANNUAL AVERAGE
	Jan 69	Feb 69	Mar 69	Apr 69		
VT4	9	28	114	53	51	612
VT6	33	47	77	49	51.5	618
N A S P E N S A C O L A	AOCs (OLD)	146	208	198	0	
	AOCs (NEW)	0	0	24	74	163
	F.S. (OLD)	247	223	263	0	
	F.S. (NEW)	0	0	0	319	313
	INDOC- TRINA- TION	77	266	389	182	228
VT10	55	58	141	111	91.2	1094
Annual System FPOR						10,316
* AOCs and F.S. programs for VT10 preparation not included.						

Figure 5-5. Final Products Input for NAS Pensacola

SYSTEM ELEMENT	(GRADUATIONS/TRANSFERS)				MONTHLY AVERAGE	ANNUAL AVERAGE
	Jan 69	Feb 69	Mar 69	Apr 69		
VT7	49	67	88	108	78	938
VT9	33	50	87	81	62.7	752
Annual System FPOR						1690

Figure 5-6. Final Products Input for NAS Meridian

SECTION 6

PROCESS ANALYSIS

6. Process Analysis

PRODUCT DISTRIBUTION RULES

Users of the Manpower Allocation Model for CNABATRA must be aware of the intermediate product distribution rules for each air station. Accordingly, the distribution rules are listed by subcost center for the five air stations.

The following pages contain intermediate product distribution rules, listed by subcost center, by the appropriate cost center for NAS Saufley, Whiting, Ellyson, Pensacola (including NAVSCOLCON), and Meridian. The following abbreviations are used:

O = Officers
E = Enlisted Men
C = Civilians
S = Students

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS SAUFLEY
(SHEET 1 OF 4)

PMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
1A <u>COMMAND/EXECUTIVE OFFICES</u>			
1A10	Command & Executive Offices	Average number of personnel on base	All cost centers * O.E. C.S.
1A30	Public Affairs Office	Number of actions	All cost centers * O.E. C.S.
1A40	Legal Office	Number of legal cases	All cost centers * O.E. C.S.
1A50	Chaplain's Office	Number of military population served	All cost centers * O.E. S
1C <u>COMPTROLLER</u>			
1C10	Administration	Average number of personnel in C	Internally consumed in 1C
1C30	Budget and Statistics	Number of special budget/statistical reports	1A Command
1C40	Accounting	Number of documents processed	1A Command
1C50	Payroll	Number of civilian personnel on payroll	All cost centers * C
1D <u>CIVILIAN PERSONNEL</u>			
1D10	Administration	Number of civilian employees on base	All cost centers * C
1D70	Safety	Number of changes in accident rate	1A Command
1E <u>MILITARY PERSONNEL</u>			
1E20	Officer Personnel Records	Number of officer personnel records	All cost centers * O
1E30	Enlisted Personnel Records	Number of enlisted personnel records	All cost centers * E
1E40	Training	Number of students enrolled	All cost centers * O.E
1E50	Barracks & BOD	Number of occupants	All cost centers * O.E.S

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS SAUFLEY

(SHEET 2 OF 4)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
1F	<u>SPECIAL SERVICES</u>		
1F30	Special Services	Total number of military personnel on active duty within area served by activity	All cost centers % O,E, S
1F40	Nonappropriated Fund Act	Military population served	All cost centers % O,E, S
1J	<u>ADMINISTRATIVE SERVICES</u>		
1J10	Printing and Reproduction	Number of documents processed	Cost Centers 1A,1C,1D, 1E,2H,4A,4D,AA,6J % O, E,C
1J20	Other Office Services	Number of documents processed	Cost Centers 1A,1C,1D, 1E,2H,4A,4D,AA,6J % O, E,C
2A	<u>SUPPLY ADMINISTRATION</u>		
2A10	Supply Officers, Direct Staff	None	Throughput (not in process analysis)
2A20	Administrative Planning	None	Throughput (not in process analysis)
2G	<u>FUEL SERVICES</u>		
2G10	Bulk Distribution	Barrels	6F Air Ops
2G20	Retail Refueling	Gallons (thousands)	6F Air Ops
2H	<u>RETAIL OPERATIONS</u>		
2H10	Servmarts	Line items issued	All cost centers % O,E,C
2H20	Shop Stores	Line items issued	All cost centers % O,E,C
2N	<u>FOOD SERVICES</u>		
2N10	Messes, General	Number of meals served	All cost centers % O,E, S

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS SAUFLEY
(SHEET 3 OF 4)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
4A	<u>MEDICAL SERVICES</u>		
4A10	Medical and Surgical Facilities	Number of patients	All cost centers % O,E,S
4D	<u>DENTAL SERVICES</u>		
4D10	Dental Facilities	Number of visits	All cost centers % O,E,S
6A	<u>COMMUNICATIONS</u>		
6A10	Administra. on	Average number of personnel performing communications functions	Internally consumed in 6A
6A40	Telegraph	Number of messages	1A Command
6B	<u>SECURITY</u>		
6B10	Security	Number of personnel in security functions	Throughput (not in process analysis)
6C	<u>AIR OPERATIONS</u>		
6C10	Administration	Number of personnel in 6C	Internally consumed in 6C
6C20	Aircraft Control	Number of take-offs/landings	6F Air Ops
6C50	Ground Electronics Maintenance	Feet ³ of electronics devices repaired or maintained	Internally consumed in 6C
6C60	Photographic Services	Number of pictures	Squadrons % flying hours
6C70	Ordnance	Number of persons trained and qualified	6B (Security-throughput)
6F	<u>OPERATIONS OF AIRCRAFT</u>		
6F30	A/C Maintenance, Organic	Number of work orders completed	Squadrons % flying hours

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS SAUFLEY
(SHEET 4 OF 4)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
AA	<u>AIRCRAFT MAINTENANCE</u>		
AA10	Administration	Average number of personnel in AA	Internally consumed in AA
AA40	Power Plant (Engineers)	Work orders completed	Squadrons % flying hours
AA50	Airframes	Work orders completed	Squadrons % flying hours
AA60	Avionics	Work orders completed	Squadrons % flying hours
AA80	Aviators	Work orders completed	Squadrons % S
6J	<u>TRAINING, GENERAL</u>		
6J30	Training Ops, Academic	Number of students completed	Squadrons % S
SA40	VT1	Number of A-3 aircraft	AA (AMD)
SE40	VT5	Number of A-3 aircraft	AA (AMD)

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS WHITING
(Sheet 1 of 6)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
1A	<u>COMMAND</u>		
1A10	Command and Executive Offices	Average number of personnel on base	All cost centers % O, E, C, and S*
1A30	Public Affairs Office	Number of actions completed	All cost centers % O, E, C, and S
1A40	Legal Office	Number of legal cases	All cost centers % O, E, and S
1A50	Chaplain's Office	Number of military population served	All cost centers % O, E, and S
1C	<u>COMPTROLLER</u>		
1C10	Administration	Average number of personnel in 1C	Consumed internally in 1C
1C20	Internal Review	Number of procedural studies comp.	1A Command
1C30	Budget and Statistics	Number of special budget/statistical reports	1A Command
1C50	Payroll	Number of civilian personnel on payroll	All cost centers % C
1D	<u>CIVILIAN MANPOWER MGT.</u>		
1D10	Administration	Number of civilian employees on base	All cost centers % C
1D20	Employment	Number of personnel actions	All cost centers % C
1D40	Employee Relations	Number of civilian employees	All cost centers % C
1D50	Employee Services	Number of civilian employees	All cost centers % C

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS WHITING (Sheet 2 of 6)			
RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
1D60	Training	Number of students enrolled	All cost centers % C
1D70	Safety	Number of changes in accident rate	Thruput (not in Process Analysis)
1E	<u>MILITARY PERSONNEL</u>		
1E10	Administration	Number of military personnel on base	All cost centers % O, E, and S
1E20	Officer Personnel Records	Number of officers' records	All cost centers % O,
1E30	Enlisted Personnel Records	Number of enlisted personnel records	All cost centers % E
1E40	Training	Number of students enrolled	All cost centers % E, O
1E50	Barracks and BOQ	Occupants	All cost centers % O, E, and S
1F	<u>RESALE AND SPECIAL SERVICES</u>		
1F30	Special Services	Total number of military personnel on active duty in area served by activity	All cost centers % O, E, and S
1F40	Nonappropriated Fund Activity	Military population served	All cost centers % O, E, and S
1J	<u>ADMINISTRATIVE OFFICE SUPPLIES</u>		
1J10	Printing and Reproduction	Number of documents processed	Cost centers 1A, 1C, 1D, 1E, 2H, 4A, 4D, 6J, AA % O, E, C
1J20	Other Office Services	Number of documents processed	Cost centers 1A, 1C, 1D, 1E, 2H, 4A, 4D, 6J, AA % O, E, C

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS WHITING
(Sheet 3 of 6)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
2A <u>SUPPLY ADMINISTRATION</u>			
2A10	Supply Officers, Direct Staff	None	Thruput (not in Process Analysis)
2A20	Administrative Planning	None	Thruput (not in Process Analysis)
2B <u>INVENTORY CONTROL</u>			
2B10	Stock Control Requirement	Line items	All cost centers % O, E, S
2B20	Stock Control Requirement	Line items	All cost centers % O, E, C, S
2B30	Receipt Control MGT	Line items	All cost centers % O, E, C, S
2C <u>PURCHASE</u>			
	Buying Operations	Purchase Action	All cost centers % O, E, C, S
2D <u>MATERIAL CONTROL</u>			
2D30	Incoming Storage Operations	Measurement tons	All cost centers % O, E, C, S
2D40	Storage and Custody Operations	Measurement tons	All cost centers % O, E, C, S
2G <u>FUEL OPERATIONS</u>			
2G20	Retail Refueling	Gallons (thousands)	6F Operation of Aircraft
2H <u>RETAIL OPERATIONS</u>			
2H10	Servmarts	Line items issued	All cost centers % O, E
2H30	Clothing Stores	Volume of sales	All cost centers % O, E, S

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS WHITING (Sheet 4 of 6)			
RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
2N 2N10	<u>HOUSEHOLD GOODS</u> Operations	Applications	All cost centers, % 0, E, S
2N 2N10	<u>FOOD SERVICE</u> Messes, General	Number of meals served	All cost centers % 0, E, S
4A 4A10	<u>MEDICAL FACILITY</u> Medical and Surgical Facilities	Number of patients	All cost centers % 0, E, S
4D 4D10	<u>DENTAL FACILITY</u> Dental facilities	Number of visits	All cost centers % 0, E, S
6A 6A10	<u>COMMUNICATIONS</u> Administration	Average number of personnel performing communications functions	Consumed internally in 6A
6A40	Telegraph	Number of messages	1A Command
6B	<u>SECURITY</u>	Number of people performing security functions	Thruput (not in Process Analysis)
6C 6C10	<u>AIR OPERATIONS</u> Administration	Number of personnel in 6C	Consumed internally in 6C
6C20	Aircraft Control	Number of take offs/ landings	6F Operation of Aircraft
6C30	Aircraft Terminal	Pounds of cargo and average weight of passengers	6F Operation of Aircraft

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS WHITING (Sheet 5 of 6)			
RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
6C50	Ground Electronics Maintenance	Feet ³ of electronics devices repaired or maintained	Consumed internally in 6C
6C60	Photographic Services	Number of pictures	Squadrons % flying hours
6C70	Ordnance	Number of personnel trained	6B Security (thruput)
6F	<u>OPERATIONS OF AIRCRAFT</u>		
EF30	A/C Maintenance, Organic	Number of work orders completed	Squadrons % flying hours
6J	<u>TRAINING, GENERAL</u>		
6J10	Training Operations	Number of students completed	Squadrons % S
6J20	Training Operations Flight	Number of students completed	Squadrons % S
6J30	Training Operations Academic	Number of students Completed	Squadrons % S
AA	<u>AIRCRAFT MAINTENANCE DEPARTMENT</u>		
AA10	Administration	Average number of personnel in AA	Consumed internally in AA
AA20	Quality Control	Number of inspections	6F Operation of Aircraft
AA30	Material Control	Number of line items	6F Operation of Aircraft
AA40	Power Plant (Engines)	Work orders completed	6F Operation of Aircraft
AA50	Airframes	Work orders completed	6F Operation of Aircraft
AA60	Avionics	Work orders completed	6F Operation of Aircraft
AA80	Aviators Equipment	Work orders completed	6F Operation of Aircraft

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS WHITING
(SHEET 6 OF 6)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
AA90	Support Equipment	Work orders completed	6F Operation of Aircraft
SB30	VT2	Number of students completed	VT3
SB40	VT2	Number of A-3 aircraft	AA Aircraft Maintenance
SC40	VT3	Number of A-3 aircraft	AA Aircraft Maintenance

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT HAS ELLYSON
(SHEET 1 OF 4)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
1A	<u>COMMAND/EXECUTIVE OFFICES</u>		
1A10	Command and Executive Offices	Average number of personnel on base	All cost centers % O,E, C,S
1A30	Public Affairs Office	Number of actions completed	All cost centers % O,E, C,S
1A40	Legal Office	Number of legal cases	All cost centers % O,E, S
1A50	Chaplain's Office	Number of military population served	All cost centers % O,E, S
1B	<u>MANAGEMENT ENGINEERING</u>		
1B10	Operations	Number of instructions written	1A Command
1C	<u>COMPTROLLER</u>		
1C10	Administration	Average number of personnel in 1C	Internally consumed in 1C
1C30	Budget and Statistics	Number of special budget/statistical reports	1A Command
1C40	Accounting	Number of documents processed	1A Command
1D	<u>CIVILIAN PERSONNEL</u>		
1D10	Administration	Number of civilian employees on base	All cost centers % C
1D20	Safety	Changes in accident rate	Throughput (not in process analysis)
1E	<u>MILITARY PERSONNEL</u>		
1E20	Officer Personnel Records	Number of officer records	All cost centers % O
1E30	Enlisted Personnel Records	Number of enlisted records	All cost centers % E
1E40	Training	Number of students enrolled	All cost centers % O,E

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS ELIYSON
(SHEET 2 OF 4)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
1E50	Barracks & BOQ	Number of occupants	All cost centers % 0,E,S
1F	<u>SPECIAL SERVICES</u>		
1F30	Special Services	Total number of military personnel on duty within area served by activity	All cost centers % 0,E,S
1F40	Nonappropriated Fund Activities	Military population served	All cost centers % 0,E,S
1J	<u>ADMINISTRATIVE SERVICES</u>		
1J10	Printing and Reproduction	Number of documents processed	Cost Centers 1A,1B,1C,1D, 1E,2H,4A,4D,6J,A9 % 0,E,S
1J20	Other Office Services	Number of documents processed	Cost Centers 1A,1B,1C,1D, 1E,2H,4A,4D,6J,A9 % 0,E,S
2A	<u>ADMINISTRATION</u>		
2A10	Supply Officers Direct Staff	None	Throughput (not process analysis)
2A20	Administrative Planning	None	Throughput (not in process analysis)
2G	<u>FUEL OPERATIONS</u>		
2G10	Bulk Distribution	Barrels	Training Squadron SH
2G20	Retail Fueling	Gallons (thousands)	Training Squadron SH
2H	<u>RETAIL OPERATIONS</u>		
2H10	Servmarts	Line items issued	All cost centers % 0,E
2N	<u>FOOD SERVICES</u>		
2N10	Messes, General	Number of meals served	All cost centers % 0,E,S

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS ELLISON
(SHEET 3 OF 4)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
4A	<u>MEDICAL SERVICES</u>		
4A10	Medical and Surgical Facilities	Number of patients	All cost centers $\pm$ O.E. S
4D	<u>DENTAL SERVICES</u>		
4D10	Dental Facilities	Number of visits	All cost centers $\pm$ O.E. S
6A	<u>COMMUNICATIONS</u>		
6A10	Administration	Average number of personnel performing communications functions	Internally consumed in 6A
6A40	Telegraph	Number of messages	1A Command
6B	<u>SECURITY</u>		
6B	Security	Number of people performing functions	Throughput (not in process analysis)
6C	<u>AIR OPERATIONS</u>		
6C10	Administration	Number of personnel in 6C	Internally consumed in 6C
6C20	Aircraft Control	Number of take-offs/landings	Training Squadron SH
6C30	Aircraft Terminal	Pounds of cargo and average weight of passengers	Training Squadron SH
6C60	Photographic Services	Number of pictures	Training Squadron SH
6J	<u>TRAINING, GENERAL</u>		
6J20	Training Operations Flight	Number of students completed	Training Squadron SH

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS ELLYSON
(SHEET 4 OF 4)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
AA	<u>AIRCRAFT MAINTENANCE</u>		
AA10	Administration	Average number of personnel	Training Squadron SH
SH40	HT8	Number of A-3 status aircraft	AA Aircraft Maintenance

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS PENSACOLA
(SHEET 1 OF 8)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
A <u>COMMAND</u>			
1A10	Command & Executive Offices	Average number of personnel on base	All cost centers by % O, E, C, S
1A20	Reception Center	Number of visitors	Internally consumed in A
1A30	Public Affairs	Number of actions	All cost centers except NAVSCOLCOM by % O, E, C, S
1A40	Legal Office	Number of legal cases	All cost centers by % O, E, S
9931	Chaplains	Number of military population served	All cost centers by % O, E, S
9939	Family Services	Number of military population served	All cost centers by % O, E, S
B <u>ADMINISTRATION</u>			
1E10	Administration	Average number of personnel in B	Internally consumed in B
1E20	Officer Personnel Records	Number of officer records	All cost centers except NAVSCOLCOM, SD00, SF00, and KB00 by % O
1E30	Enlisted Personnel Records	Number of enlisted records	All cost centers except NAVSCOLCOM, SD00, SF00, and KB00 by % E
1E40	Training	Number of students enrolled	All cost centers by % O, E, S
1J10	Printing and Reproduction	Number of documents processed	Internally consumed in B
1J20	Other Officer Services	Number of documents processed	All cost centers except NAVSCOLCOM by % O, E, S
6A10	Communication Administration	Number of personnel performing communications functions	All cost centers by % O, E, C, S
6A40	Telegraph	Number of messages	Cost Center A
6B80	Brig	Occupants	Throughput (not in process analysis)
9921	Barracks & ROQ	Occupants	All cost centers by % O, E, S
9932	Officers Mess	Officer population served	All cost centers by % O
9934	CPO Club	Eligible personnel	All cost centers by % E

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCT A NA 001 SA01A
(SHEET 2 OF 8)

RMS CODE	SUBCOST CENTER	WORK UNITS (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
9937	Special Services	Number of military personnel on active duty in area served by activity	All cost centers by % O, E, S
9938	Band	Number of functions attended	Throughput (not in process analysis)
C <u>AIRCRAFT MAINTENANCE</u>			
AA10	Administration	Average number of people in AA	Internally consumed in C
AA20	Quality Control	Number of line items	Internally consumed in C
AA30	Material Control	Number of line items	Internally consumed in C
AA40	Power Plant	Work orders completed	Cost Centers SD00, SF00, and KB00 by % flying hours
AA50	Airframes	Work orders completed	Cost Centers SD00, SF00, and KB00 by % flying hours
AA60	Avionics	Work orders completed	Cost Centers SD00, SF00, and KB00 by % flying hours
AA70	Ammunition Material	Not applicable	Throughput (not in process analysis)
AA80	Aviation Equipment	Work orders completed	Cost Centers SD00, SF00, and KB00 by % flying hours
AA90	Support Equipment	Work orders completed	Cost Centers SD00, SF00, and KB00 by % flying hours
D <u>AIR OPERATIONS</u>			
6C10	Administration	Number of personnel in D	Internally consumed in D
6C20	Aircraft Control	Number of take-offs/landings	Cost Centers SD00, SF00, and KB00 by % flying hours
6C30	Aircraft Terminal	Pounds of cargo and weight of passengers	Cost Centers SD00, SF00, and KB00 by % flying hours

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS PENSACOLA
(SHEET 3 OF 8)

RMS CODE	SUBCOST CENTER	WORK UNITS (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
6C50	Ground Electronics Maintenance	Cubic feet of electronic devices repaired or maintained	Internally consumed in D
6C60	Photographic Services	Number of pictures	Cost Centers SD00, SF00, and KB00 by % flying hours
6E10	Port Services Administration	Number of personnel performing port services	Throughput (not in process analysis)
6E20	Deep Sea Survival	Number of craft operated	Throughput (not in process analysis)
6F30	Maintenance, Organic	Work orders completed	All cost centers by % aviator
6C40	Crash & Rescue	Not applicable	Throughput (not in process analysis)
E <u>COMPTROLLER</u>			
1C10	Administration	Average number of personnel in E	Internally consumed in E
1C20	Internal Review	Number of procedural studies completed	All cost centers except NAVSHOLCOM by % O,E,C,S
1C40	Accounting	Number of documents processed	All cost centers except NAVSCOLCOM by % O,E,C,S
1C50	Payroll	Number of civilians on payroll	All cost centers by % C
1C70	Disbursing	Number of transactions	All cost centers by % O, E,S
F <u>DATA PROCESSING</u>			
1H10	Administration	Average number of personnel in F	Internally consumed in F
1H20	Analysis and Programming	Not applicable	Internally consumed in F
1H30	ADP Operations	Equipment operating hours	All cost centers by % O, E,C,S
1H40	keypunch Operations	Number of cards (thousands)	Internally consumed in F

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS PENSACOLA
(SHEET 4 OF 8)

RMS CODE	SUBCOST CENTER	WORK UNITS (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
G	<u>DENTAL FACILITY</u>		
4D10	Dental Facility	Number of visits	All cost centers by % O, E, S
H	<u>INDUSTRIAL RELATIONS</u>		
1D10	Administration	Not applicable	Internally consumed in H
1D20	Employment	Number of personnel actions	All cost centers by % C
1D30	Wage and Classification	Number of classifications completed	All cost centers by % C
1D40	Employee Relations	Number of civilian employees	All cost centers by % C
1D50	Employee Services	Number of civilian employees	All cost centers by % C
1D60	Training	Number of students enrolled	All cost centers by % C
1D70	General Safety	Number of changes in accident rate	Throughput (not in process analysis)
J	<u>MANAGEMENT ASSISTANCE</u>		
1B10	Management Analysis	Not applicable	Throughput (not in process analysis)
1B20	Engineer	Not applicable	Throughput (not in process analysis)
K	<u>MEDICAL SERVICES</u>		
4C10	Medical Facilities	Number of patients	All cost centers by % O, E, S
M	<u>SECURITY</u>		
6B10	Administration	Number of people performing security functions	Throughput (not in process analysis)
6B20	Police & Guards	Not applicable	Throughput (not in process analysis)

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS PENSACOLA
(SHEET 5 OF 8)

RMS CODE	SUBCOST CENTER	WORK UNITS (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
6B40	Shore Patrol	Not applicable	Throughput (not in process analysis)
6B60	Fire Fighters Structural	Not applicable	Throughput (not in process analysis)
N	<u>SUPPLY</u>		
2110	Supply & Staff	Number of personnel in N	Throughput (not in process analysis)
2720	Contract Execution	Number of line items processed	Throughput (not in process analysis)
2220	Other Stock Control Operations	Number of line items processed	Throughput (not in process analysis)
2142	Customer Service Stores	Line items issued	All cost centers by % O, E, S
2131	Care of Material in Storage	Measurement tons	All cost centers by % O, E, C
2145	Material Screening and Identification	Line items	All cost centers by % O, E, C
2136	Inventory	Line items	All cost centers by % O, E, C
2310	Freight	Measurement tons	Throughput (not in process analysis)
2124	Shipping	Measurement tons	All cost centers by % O, E, C
2121	Packing	Measurement tons	All cost centers by % O, E, C
2210	Requisition Processing	Line items	All cost centers by % O, E, C
OH	<u>SUPPLY - HOUSEHOLD GOODS</u>		
2330	Household Goods	Applications	All cost centers by % O, E, S
OF	<u>SUPPLY - FUEL</u>		
2141	Fuel & Lube Oil	Gallons (thousands)	Cost Centers SD00, SF00, and KB00 by % flying hours

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS PENSACOLA
(SHEET 6 OF 8)

RMS CODE	SUBCOST CENTER	WORK UNITS (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
OM	<u>SUPPLY - MESSES</u>		
9911	General Messes	Meals served	All cost centers by % E, S
P	<u>SALVAGE</u>		
3A10	Administration	Line items	Throughput (not in process analysis)
3A20	Receipt & Storage	Measurement tons	Throughput (not in process analysis)
3A30	Scrap Processing	Measurement tons	Throughput (not in process analysis)
3A40	Maintenance Equipment	Not applicable	Throughput (not in process analysis)
3A50	Demilitarization	Measurement tons	Throughput (not in process analysis)
3A60	Reclamation	Line items	Throughput (not in process analysis)
3A70	Disposable Property Sales	Not applicable	Throughput (not in process analysis)
Q	<u>TRAINING, GENERAL</u>		
6J10	Training, General	Number of students graduated	Cost Centers S000, SF00, and KB00 by % S
6J20	Training, Flight	Number of students graduated	Cost Centers S000, SF00, and KB00 by % S
9550	Maintenance, Audio-Visual	Work orders completed	Internally consumed in Q
9560	Maintenance, Training Aids	Work orders completed	Internally consumed in Q
9570	Maintenance, Training Aids	Work orders completed	Internally consumed in Q
R	<u>NAVAL AVIATION SCHOOLS COMMAND</u>		
1A00	Command & Executive Staff	Average number of personnel in the command (CUM)	Cost Centers S, T, and U by % O, E, C

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS PENSACOLA
(SHEET 7 OF 8)

RMS CODE	SUBCOST CENTER	WORK UNIT ((OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
KE30	Personnel Records	Number of enlisted and officer records (CUM)	Cost Centers S, T, and U by S O,E
6J31	Training	No work units reported (CUM)	Throughput (not in process analysis)
6J35	Training, A.I.T.	Number of students enrolled	Internally consumed in K
6J37	Midshipmen Indec-trination School	Number of students enrolled	Throughput (not in process analysis)
KK20	Other Office Services	No work units reported	Throughput (not in process analysis)
SD00	<u>YT4 SQUADRON</u>		
SD10	Command & Executive Staff	Average number of personnel in squadron	Internally consumed in SD00
SD20	Administration	Average number of personnel in SD00	Internally consumed in SD00
SD30	Training	Number of students enrolled	Internally consumed in SD00
SD40	A/C Maintenance, Organic	Number of A-3 air-craft assigned	Cost Center C
SF00	<u>YT6 SQUADRON</u>		
SF10	Command & Executive Staff	Number of personnel in the command	Internally consumed in SF00
SF20	Administration	Number of personnel in SF00	Internally consumed in SF00
SF30	Training	Number of students enrolled	Internally consumed in SF00
SF40	A/C Maintenance Organic	Number of A-3 air-craft assigned	Cost Center C
K800	<u>YT10 SQUADRON</u>		
KA10	Administration	Number of personnel in the command	Internally consumed in K800
KF10	Operations	Flying hours	Internally consumed in K800

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT HAS PENSACOLA

(SHEET 8 OF 8)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
KF30	Aircraft Maintenance, Organic	Number of work orders completed	Cost Center C
KJ20	Flight Training	Number of students on board	Internally consumed in KB00
KJ30	Flight Training, Academic	Number of students on board	Internally consumed in KB00
S <u>AVIATION OFFICERS CANDIDATE SCHOOL (AOCs)</u>			
6J32	Training, Pilot	Number of students enrolled (CUM)	Cost Center R
T <u>FLIGHT SYSTEMS (FS)</u>			
6J34	Training, Flight Systems for Pilots	Number of students enrolled (CUM)	Cost Center R
U <u>AVIATION OFFICERS INDOCTRINATION</u>			
6J36	Indoctrination	Number of students enrolled (CUM)	Cost Center R
V <u>SURVIVAL TRAINING</u>			
6J38	Training, Survival	Number of students enrolled	Throughput (not in process analysis)
<u>SELECTED TENANT ACTIVITIES AT HAS PENSACOLA</u>			
0062	CNATRA Staff		Throughput (not in process analysis)
6200	CNABATRA Staff		Throughput (not in process analysis)
1111	Flight Demonstration Team		Throughput (not in process analysis)
KD00	Aviation Museum		Throughput (not in process analysis)
MA0	Marine Aviation Detachment		Throughput (not in process analysis)

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS MERIDIAN
(SHEET 1 OF 5)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
A <u>COMMAND & STAFF</u>			
1A10	Command & Executive Offices	Average number of personnel on base	All cost centers by % O, E, C, S
1A30	Public Affairs Office	Number of actions completed	All cost centers by % O, E, C, S
1A40	Legal Office	Number of legal cases	All cost centers by % O, E, S
9931	Chaplain's Office	Number of military personnel served	All cost centers by % O, E, S
1C10	Comptrollers Office	Number of studies	Internally consumed in A
1C70	Disbursing	Number of transactions	Internally consumed in A
1D10	Civilian Manpower Management	Number of civilians on base	All cost centers by % C
1D70	Safety	Number of changes in accident rate	Throughput (not in process analysis)
B <u>ADMINISTRATION</u>			
1E20	Officer Personnel Records	Number of officer records	All cost centers except S600 & SJ00 by % O
1E30	Enlisted Personnel Records	Number of enlisted records	All cost centers except S600 & SJ00 by % E
9921	Barracks & BQ	Occupants	All cost centers by % O, E, S
6A30	Communications, Telegraph	Number of messages	Cost Center A
6A80	Communications, Telephone	Number of official calls	Cost Center A
9937	Special Services	Number of military population served	All cost centers by % O, E, S
1H40	Key punch Operations	Number of cards (thousands)	All cost centers by % O, E, C, S
1J10	Printing and Reproduction	Number of documents processed	All cost centers by % O, E, C
C <u>AIRCRAFT MAINTENANCE</u>			
AA10	Administration	Average number of personnel in AA	Internally consumed in 1A

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS MERIDIAN
(SHEET 2 OF 5)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
AA20	Quality Control	Number of inspections	Internally consumed in AA
AA30	Material Control	Number of line items	Internally consumed in AA
AA40	Power Plants	Work orders completed	Cost Centers S600 and SJ00 by % flying hours
AA50	Airframes	Work orders completed	Cost Centers S600 and SJ00 by % flying hours
AA60	Avionics	Work orders completed	Cost Centers S600 and SJ00 by % flying hours
AA80	Aviators Equipment	Work orders completed	Cost Centers S600 and SJ00 by % flying hours
AA90	Support Equipment	Work orders completed	Cost Centers S600 and SJ00 by % flying hours
D	<u>AIR OPERATIONS</u>		
6C10	Administration	Number of personnel in D	Internally consumed in D
6C20	Aircraft Control	Number of take-offs/landings	Cost Centers S600 and SJ00 by % flying hours
6C40	Crash & Rescue	Not applicable	Throughput (not in process analysis)
6C50	Ground Electronic Maintenance	Cubic feet of electronic devices	Internally consumed in D
6C60	Photographic Services	Number of pictures	Cost Center S600 and SJ00 by % flying hours
6J20	Flight Support	Flight hours (no RL)	All cost centers by % AVI
6F30	Maintenance Organic	Work orders completed	Cost Centers S600 and SJ00 by % flying hours
E	<u>DENTAL SERVICES</u>		
4D10	Dental Facility	Number of patients	All cost centers by % O, E, S
F	<u>MEDICAL SERVICES</u>		
4C10	Medical Facility	Number of patients	All cost centers by % O, E, S

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS MERIDIAN
(SHEET 3 OF 5)

RMS CCDE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
G	<u>SUPPLY - GENERAL</u>		
2110	Supply Officers and Staff	Not applicable	Throughput (not in process analysis)
2210	Requisitions	Line items	All cost centers by % O, E, C, S
2220	Stock Control	Line items	All cost centers by % O, E, C, S
2520	Cataloging	Number of identifications	All cost centers by % O, E, C, S
2136	Inventory Control	Line items	Throughput (not in process analysis)
2720	Contract Execution	Actions processed	Throughput (not in process analysis)
2850	Contractor Payment	Invoices processed	Throughput (not in process analysis)
2121	Packing	Measurement tons	Internally consumed in G
2131	Care of Material in Storage	Measurement tons	Internally consumed in G
2132	Rewarehousing	Measurement tons	Internally consumed in G
2124	Shipping	Measurement tons	Internally consumed in G
2122	Bulk Issue	Measurement tons	All cost centers by % O, E, C, S
2123	Bin Issue	Measurement tons	All cost centers by % O, E, C, S
9943	Clothing Stores	Volume of sales	All cost centers by % O, E, S
2142	Servmart	Volume of sales	All cost centers by % O, E, S
HH	<u>SUPPLY - HOUSEHOLD GOODS</u>		
2330	Household Goods	Applications	All cost centers by % O, E, S
HF	<u>SUPPLY - FUEL OPERATIONS</u>		
2141	Retail Refueling	Gallons (thousands)	Cost Centers 5600 and 5700 by % flying hours

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS MERIDIAN

(SHEET 4 OF 5)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
HM	<u>SUPPLY - FOOD SERVICES</u>		
9911	Messes, General	Number of meals served	All cost centers by % E
I	<u>SECURITY</u>		
6B10	Administration	Number of personnel performing security functions	Throughput (not in process analysis)
6B20	Police & Guard, Civilian	Not applicable	Throughput (not in process analysis)
6B40	Shore Patrol	Not applicable	Throughput (not in process analysis)
J	<u>TRAINING</u>		
6J10	Training, General	Students graduated	Cost Centers SG00 and SJ00 by % S
6J20	Training, Flight	Students graduated	Cost Centers SG00 and SJ00 by % S
6J30	Training	Students graduated	Cost Centers SG00 and SJ00 by % S
K	<u>PUBLIC WORKS</u>		
9100	Administration		Throughput (not in process analysis)
9110	Public Works Administration		Throughput (not in process analysis)
9120	Engineering		Throughput (not in process analysis)
9130	Family Housing Administration		Throughput (not in process analysis)
9200	Shop Operations		Throughput (not in process analysis)
9400	Vehicle Operations		Throughput (not in process analysis)
9500	Vehicle Maintenance		Throughput (not in process analysis)

DISTRIBUTION RULES FOR INTERMEDIATE PRODUCTS AT NAS MERIDIAN

(SHEET 5 OF 5)

RMS CODE	SUBCOST CENTER	WORK UNIT (OUTPUT)	INTERMEDIATE PRODUCT DISTRIBUTION
7600	Utility Plants		Throughput (not in process analysis)
7830	Maintenance Shops		Throughput (not in process analysis)
8200	Electricity		Throughput (not in process analysis)
SG00	<u>VT7 SQUADRON</u>		
SG10	Command & Staff	Average number of personnel in SG00	Internally consumed in SG00
SG20	Administration	Number of personnel supported	Internally consumed in SG00
SG30	Training	Number of students aboard in SG00	Internally consumed in SG00
SG40	A/C Maintenance Organic	A-3 status aircraft assigned	Cost Center C
SJ00	<u>VT9 SQUADRON</u>		
SJ10	Command & Staff	Average number of	Internally consumed in SJ00
SJ20	Administration	Number of personnel supported	Internally consumed in SJ00
SJ30	Training	Number of students aboard in SJ00	Internally consumed in SJ00
SJ40	A/C Maintenance	A-3 status aircraft assigned	Cost Center C

Security Classification

Security classification of title, body of abstract and indexing abbreviation must be entered when the overall report is classified

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