



OSCAM AIR v3.0
Data Guide and Historical Dataset Reference

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INTRODUCTION

This document is intended to provide information about the inputs to the OSCAM Air model and the historical data used to populate the historical datasets. This version of the users guide is specific to OSCAM Air v3.0 and the FY07 datasets.

Each input to the model is described in this document. Inputs can be found by sector and number. For each input the following information is provided:

- A definition of the input
- The data source(s) of the information in the historical datasets
- A description of the historical dataset methodology
- Specific notes about the input (if required)
- An example of what format data should be entered in (if required)

The FY07 OSCAM Air historical datasets are the most recent set of historical datasets published. The datasets contain information from VAMOSOC for FY02-FY06. Due to the data availability of the VAMOSOC Personnel Universe (started reporting in FY02), this is the first year that we have been able to meet our goal of including a five year moving average of data to populate the datasets. VAMOSOC data elements are referenced throughout this document. For more information on any of the VAMOSOC data elements, download the user's guide for the respective universes from the VAMOSOC website, www.navyvamosc.com.

Other data sources for the datasets include: Aviation Inventory Readiness Reporting System (AIRRS), Logistics Management Decision Support System (LMDSS), the Cost of Manpower Estimating Tool (COMET), and NAVSUP's JP5- fuel costs.

The FY07 historical datasets are kept in two databases: Fixed Wing and Rotary Wing. Each database contains many data records for individual Type/Model/Series (TMS).

Data records in the Fixed Wing database are:

- C-2A
- E-2C
- EA-6B
- F/A-18A
- F/A-18C
- F/A-18D
- F/A-18E
- F/A-18F
- KC-130F
- P-3C
- S-3B

Datasets for the F-14 variants were discontinued and will not be carried forward in future analysis.

Data records in the Rotary Wing database are:

- AH-1W
- AV-8B
- CH-46E
- CH-53E
- HH-60H
- MH-53E
- MH-60S
- SH-60B
- SH-60F
- UH-1N

These specific TMS were chosen for datasets based on information provided from the NAVAIR cost community.

PROGRAM PROFILE

AIRCRAFT INTRODUCTION TAB

PP1: Aircraft Life Expectancy (yrs)

Definition: Number of years the aircraft is expected to be in service (excluding life extension).

Data Source: default

Historical dataset methodology: The default value for service life is 20 years for all TMS.

PP2: Extended Life Expectancy (yrs)

Definition: Number of years the aircraft is expected to be in service, including any life extensions resulting from modernization; this is the retirement age. This is a calculated value determined by the Aircraft Life Expectancy (PP1) and Modernization Age Reduction inputs in the detailed Maintenance screen.

Data Source: calculated

Historical dataset methodology: This is a calculated input.

PP3: Aircraft Flying Hours Life (hrs)

Definition: The maximum number of flying hours for an aircraft at which it will retire. This is an optional input that can be calculated rather than or in conjunction with input PP1 via a checkbox. If both inputs are populated, then the model defaults to whichever happens first – the max flying hours or the max number of years.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

PP4 / PP5 / PP6 / PP7: Aircraft per Squadron Active/Reserve/FRS/Other

Definition: The average number of aircraft to be allocated to each squadron in each environment (Active/Reserve/FRS/Other).

Data Source: AIRRS and VAMOS ATMSR

Historical Dataset Methodology: The AIRRS data provides a snapshot all of the squadrons (Active, Reserve, FRS, and Other) for each TMS as of when the snapshot is taken. The total number of aircraft is found in element A1.1 Regular Aircraft Number and A1.2 FRS Aircraft Number of VAMOSC ATMSR. The regular (active and reserve) aircraft are broken out into active and reserve based on the ratio derived from the AIRRS data. The total number of aircraft per environment is divided by the number of squadrons in that environment, as reported by AIRRS, to find the average number of aircraft per squadron. The “Other” environment input is not populated in the historical datasets.

Setting Environmental Priorities

Definition: Priority of environments for allocation for aircraft in the event of a shortfall. If demand in all environments is lower than the number of aircraft available then the remaining aircraft will be placed in the lowest priority environment. If the demand is higher than the number of aircraft available, then the aircraft will be taken from the lowest priority until the demand is met for the top priority environments.

Data Source: default

Historical dataset methodology: The historical datasets rank the allocation priority as follows: Active, Reserve, FRS, Other, Excess Inventory.

NOTE: When OSCAM input data is exported to Excel the Environmental Priorities will be assigned the following numbers: PP56 – Active, PP57 – Reserve, PP58 – FRS, PP59 – Other, PP60 - Excess

Checkbox: Use Flying Hours Life Limit

Definition: A check box on the Program Profile Aircraft Introduction sector to indicate if flying hours based retirement is being used.

Data Source: default

Historical dataset methodology: The historical datasets leave this box unchecked to indicate that flying hours based retirement is not being used.

NOTE: When OSCAM input data is exported to Excel the setting for this input will show as input PP61.

Calculated Field: Peak Demand Active/Reserve/FRS/Other

Definition: A field on the Program Profile Aircraft Sector by environment to show the number of squadrons at the point where the environment has its planned peak number of aircraft.

Data Source: calculated

NOTE 1: This is a calculated field based on number of aircraft introduced in the environment and the value in input PP4 Aircraft per Squadron.

NOTE 2: When OSCAM input data is exported to Excel the setting for this input will show as input PP79 – Active, PP80 – Reserve, PP81 – FRS, and PP 82 – Other.

OPTEMPO TAB

PP8: Average Flying Hours (hrs/AC/mth) – deployed Active

Definition: Average number of flying hours per aircraft per month for active, deployed aircraft.

Data Source: VAMOSOC ATMSR, AIRRS, and LMDSS

Historical Dataset Methodology: The data extracted from ATMSR, AIRRS, and LMDSS allows an average percent deployed for Active and Reserve aircraft per TMS to be derived. AIRRS reports flying hours for deployed and non-deployed aircraft. Included, but not specifically broken out in the non-deployed flying hours, are the hours for all FRS and Other aircraft (FRS and Other aircraft are always in a non-deployed status). ATMSR reports FRS flying hours directly while LMDSS reports Other aircraft flying hours. By subtracting the FRS and Other aircraft flying hours from the non-deployed flying hours reported by AIRRS, the % deployed factor can be derived for Active and Reserve aircraft. Dividing the total number of Regular (Active and Reserve) aircraft flying hours in ATMSR by the total number of Regular aircraft in ATMSR gives an average flying hours per year. Dividing this by 12 will give the average flying hours per month for the TMS. Multiplying the percent deployed by the average number of flying hours per Active aircraft per month gives the average flying hours per deployed aircraft per month.

PP9: Unscheduled Actions (factor) – deployed Active

Definition: This factor is a measure of the relative harshness of this environment on the unscheduled action rate.

Data Source: default

Historical Dataset Methodology: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action (input MT4) rate by 10%.

PP10: Scheduled Actions (factor) – deployed Active

Definition: This factor is a measure of the relative harshness of this environment on the scheduled action rate.

Data Source: default

Historical Dataset Methodology: The default value of 1 indicates that there will be no adjustments to the scheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the scheduled action rate (input MT37) by 10%.

PP11: Cats/Trap (number /1,000 hrs) – deployed Active

Definition: The number of catapult and trap pairs per 1,000 flying hours.

Data Source: LMDSS

Historical Dataset Methodology: LMDSS data provides the number of Cats/Traps per 1,000 flying hours. It was then assumed that 70% of the total occur while aircraft are deployed. This input does not affect the results unless the input MT Cats/Taps factor is populated.

PP12: Attrition Rate (AC/100,000 hrs) – deployed Active

Definition: A prediction of the number of aircraft that will cease operating because of a category 1 strike (loss or damage) per 100,000 flying hours.

Data Source: N/A

Historical Dataset Methodology: For the historical datasets the attrition percentage (PP13) is provided rather than the attrition rate.

PP13: Attrition Percent (percent/yr) – deployed Active

Definition: A prediction of the percentage of aircraft that will cease operating because of a category 1 strike (loss or damage).

Data Source: AIRRS - Five Year Attrition Rate Report

Historical Dataset Methodology: This percentage is taken from the five year attrition rate report for each TMS. This is a 5-year running average from the AIRRS database. The percentage used is the same for all environments and both deployed and non-deployed status for each TMS.

NOTE: This number must be entered into OSCAM as a percentage. For example, a value of 5.5 indicates that 5.5% of the aircraft in this environment will be attrited.

NOTE: Attrition will only be applied to whole aircraft. The model will accumulate fractional aircraft attrition in calculations but will only remove aircraft when a whole number has been accumulated.

PP14: Average Flying Hours (hrs/AC/mth) – non-deployed Active

Definition: Average number of flying hours per aircraft per month for active, non-deployed aircraft.

Data Source: VAMOSC ATMSR, AIRRS, LMDSS

Historical Dataset Methodology: The data extracted from ATMSR, AIRRS, and LMDSS allows an average percent deployed for Active and Reserve aircraft per TMS to be derived. AIRRS reports flying hours for deployed and non-deployed aircraft. Included, but not specifically broken out in the non-deployed flying hours, are the hours for all FRS and Other aircraft (FRS and Other aircraft are always in a non-deployed status). ATMSR reports FRS flying hours directly while LMDSS reports Other aircraft flying hours. By subtracting the FRS and Other aircraft flying hours from the non-deployed flying hours reported by AIRRS, the % non-deployed factor can be derived for Active and Reserve aircraft. Dividing the total number of Regular (Active and Reserve) aircraft flying hours in ATMSR by the total number of Regular aircraft in ATMSR gives an average flying hours per year. Dividing this by 12 will give the average flying hours per month for the TMS. Multiplying the percent non-deployed by the average number of flying hours per Active aircraft per month gives the average flying hours per deployed aircraft per month.

PP15: Unscheduled Actions (factor) – non-deployed Active

Definition: This factor is a measure of the relative harshness of this environment on the unscheduled action rate.

Data Source: default

Historical dataset methodology: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action rate (input MT4) by 10%.

PP16: Scheduled Actions (factor) – non-deployed Active

Definition: This factor is a measure of the relative harshness of this environment on the scheduled action rate.

Data Source: default

Historical dataset methodology: The default value of 1 indicates that there will be no adjustments to the scheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the scheduled action rate (input MT 37) by 10%.

PP17: Cats/Trap (number /1,000 hrs) – non-deployed Active

Definition: The number of catapult and trap pairs per 1,000 flying hours.

Data Source: LMDSS

Historical Dataset Methodology: LMDSS data provides the number of Cats/Traps per 1,000 flying hours. It was then assumed that 30% of the total occur while aircraft are non-deployed.

PP18: Attrition Rate (AC/100,000 hrs) – non-deployed Active

Definition: A prediction of the number of aircraft that will cease operating because of a category 1 strike (loss or damage) per 100,000 flying hours.

Data Source: N/A

Historical Dataset Methodology: For the historical datasets the attrition percentage (PP19) is provided rather than the attrition rate.

PP19: Attrition Percent (percent/yr) – non-deployed Active

Definition: A prediction of the percentage of aircraft that will cease operating because of a category 1 strike (loss or damage).

Data Source: AIRRS - Five Year Attrition Rate Report

Historical Dataset Methodology: This percentage is taken from the five year attrition rate report for each TMS. This is a 5-year running average from the AIRRS database. The percentage used is the same for all environments and both deployed and non-deployed status for each TMS.

NOTE: This number must be entered into OSCAM as a percentage. For example, a value of 5.5 indicates that 5.5% of the aircraft in this environment will be attrited.

NOTE: Attrition will only be applied to whole aircraft. The model will accumulate fractional aircraft attrition in calculations but will only remove aircraft when a whole number has been accumulated.

PP20: Average Flying Hours (hrs/AC/mth) – deployed Reserve

Definition: Average number of flying hours per aircraft per month for Reserve, deployed aircraft.

Data Source: VAMOSC ATMSR and LMDSS

Historical Dataset Methodology: The data extracted from ATMSR, AIRRS, and LMDSS allows an average percent deployed for Active and Reserve aircraft per TMS to be derived. AIRRS reports flying hours for deployed and non-deployed aircraft. Included, but not specifically broken out in the non-deployed flying hours, are the hours for all FRS and Other aircraft (FRS and Other aircraft are always in a non-deployed status). ATMSR reports FRS flying hours directly while LMDSS reports Other aircraft flying hours. By subtracting the FRS and Other aircraft flying hours from the non-deployed flying hours reported by AIRRS, the % non-deployed factor can be derived for Active and Reserve aircraft. Dividing the total number of Regular (Active and Reserve) aircraft flying hours in ATMSR by the total number of Regular aircraft in ATMSR gives an average flying hours per year per aircraft. Dividing this by 12 will give the average flying hours per month for the TMS. Multiplying the percent deployed by the average number of flying hours per Reserve aircraft per month gives the average flying hours per deployed aircraft per month.

PP21: Unscheduled Actions (factor) – deployed Reserve

Definition: This factor is a measure of the relative harshness of this environment on the unscheduled action rate.

Data Source: default

Historical dataset methodology: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action rate (input MT4) by 10%.

PP22: Scheduled Actions (factor) – deployed Reserve

Definition: This factor is a measure of the relative harshness of this environment on the scheduled action rate.

Data Source: default

Historical dataset methodology: The default value of 1 indicates that there will be no adjustments to the scheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the scheduled action rate (input MT37) by 10%.

PP23: Cats/Trap (number /1,000 hrs) – deployed Reserve

Definition: The number of catapult and trap pairs per 1,000 flying hours.

Data Source: LMDSS

Historical Dataset Methodology: LMDSS data provides the number of Cats/Traps per 1,000 flying hours. It was then assumed that 70% of the total occurred while aircraft are deployed.

PP24: Attrition Rate (AC/100,000 hrs) – deployed Reserve

Definition: A prediction of the number of aircraft that will cease operating because of a category 1 strike (loss or damage) per 100,000 flying hours.

Data Source: N/A

Historical Dataset Methodology: For the historical datasets the attrition percentage (PP25) is provided rather than the attrition rate.

PP25: Attrition Percent (percent/yr) – deployed Reserve

Definition: A prediction of the percentage of aircraft that will cease operating because of a category 1 strike (loss or damage).

Data Source: AIRRS - Five Year Attrition Rate Report

Historical Dataset Methodology: This percentage is taken from the five year attrition rate report for each TMS. This is a 5-year running average from the AIRRS database. The percentage used is the same for all environments and both deployed and non-deployed status for each TMS.

NOTE: This number must be entered into OSCAM as a percentage. For example, a value of 5.5 indicates that 5.5% of the aircraft in this environment will be attrited.

NOTE: Attrition will only be applied to whole aircraft. The model will accumulate fractional aircraft attrition in calculations but will only remove aircraft when a whole number has been accumulated.

PP26: Average Flying Hours (hrs/AC/mth) – non-deployed Reserve

Definition: Average number of flying hours per aircraft per month for Reserve, non-deployed aircraft.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: The data extracted from ATMSR, AIRRS, and LMDSS allows an average percent deployed for Active and Reserve aircraft per TMS to be derived. AIRRS reports flying hours for deployed and non-deployed aircraft. Included, but not specifically broken out in the non-deployed flying hours, are the hours for all FRS and Other aircraft (FRS and Other aircraft are always in a non-deployed status). ATMSR reports FRS flying hours directly while LMDSS reports Other aircraft flying hours. By subtracting the FRS and Other aircraft flying hours from the non-deployed flying hours reported by AIRRS, the % non-deployed factor can be derived for Active and Reserve aircraft. Dividing the total number of Regular (Active and Reserve) aircraft flying hours in ATMSR by the total number of Regular aircraft in ATMSR gives an average flying hours per year per aircraft. Dividing this by 12 will give the average flying hours per month for the TMS. Multiplying the percent non-deployed by the average number of flying hours per Reserve aircraft per month gives the average flying hours per non-deployed aircraft per month.

PP27: Unscheduled Actions (factor) – non-deployed Reserve

Definition: This factor is a measure of the relative harshness of this environment on the unscheduled action rate.

Data Source: default

Historical dataset methodology: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action rate (input MT4) by 10%.

PP28: Scheduled Actions (factor) – non-deployed Reserve

Definition: This factor is a measure of the relative harshness of this environment on the scheduled action rate.

Data Source: default

Historical dataset methodology: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action rate (input MT37) by 10%.

PP29: Cats/Trap (number /1,000 hrs) – non-deployed Reserve

Definition: The number of catapult and trap pairs per 1,000 flying hours.

Data Source: LMDSS

Historical Dataset Methodology: LMDSS data provides the number of Cats/Traps per 1,000 flying hours. It was then assumed that 30% of the total occurred while aircraft are non-deployed.

PP30: Attrition Rate (AC/100,000 hrs) – non-deployed Reserve

Definition: A prediction of the number of aircraft that will cease operating because of a category 1 strike (loss or damage) per 100,000 flying hours.

Data Source: N/A

Historical Dataset Methodology: For the historical datasets the attrition percentage (PP31) is provided rather than the attrition rate.

PP31: Attrition Percent (percent/yr) – non-deployed Reserve

Definition: A prediction of the percentage of aircraft that will cease operating because of a category 1 strike (loss or damage).

Data Source: AIRRS - Five Year Attrition Rate Report

Historical Dataset Methodology: This percentage is taken from the five year attrition rate report for each TMS. This is a 5-year running average from the AIRRS database. The percentage used is the same for all environments and both deployed and non-deployed status for each TMS.

NOTE: This number must be entered into OSCAM as a percentage. For example, a value of 5.5 indicates that 5.5% of the aircraft in this environment will be attrited.

NOTE: Attrition will only be applied to whole aircraft. The model will accumulate fractional aircraft attrition in calculations but will only remove aircraft when a whole number has been accumulated.

PP32: Average Flying Hours (hrs/AC/mth) – deployed FRS

Definition: Average number of flying hours per aircraft per month for FRS, deployed aircraft.

Data Source: N/A

Historical Dataset Methodology: FRS Aircraft are assumed to always be stationed in a non-deployed status in the historical datasets.

PP33: Unscheduled Actions (factor) – deployed FRS

Definition: This factor is a measure of the relative harshness of this environment on the unscheduled action rate.

Data Source: default

Historical dataset methodology: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action rate (input MT4) by 10%.

PP34: Scheduled Actions (factor) – deployed FRS

Definition: This factor is a measure of the relative harshness of this environment on the scheduled action rate.

Data Source: default

Historical dataset methodology: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action rate (input MT37) by 10%.

PP35: Cats/Trap (number /1,000 hrs) – deployed FRS

Definition: The number of catapult and trap pairs per 1,000 flying hours.

Data Source: LMDSS

Historical Dataset Methodology: LMDSS data provides the number of Cats/Traps per 1,000 flying hours. It was then assumed that 70% of the total occurs while aircraft are deployed.

NOTE: The calculation of a deployed Cats/Traps factor is inconsistent with prior Methodology (PP32). The assumption was made when deriving FH/mo. that FRS craft are always in a non-deployed state. Based on that assumption, there should be no Cats/Traps factor applied to deployed FRS craft. The calculation error was not discovered in time for inclusion into the FY07 datasets. Cats/Traps reported as deployed should be combined with non-deployed totals for a consistent approach.

PP36: Attrition Rate (AC/100,000 hrs) – deployed FRS

Definition: A prediction of the number of aircraft that will cease operating because of a category 1 strike (loss or damage) per 100,000 flying hours.

Data Source: N/A

Historical Dataset Methodology: For the historical datasets the attrition percentage (PP37) is provided rather than the attrition rate.

PP37: Attrition Percent (percent/yr) – deployed FRS

Definition: A prediction of the percentage of aircraft that will cease operating because of a category 1 strike (loss or damage).

Data Source: AIRRS - Five Year Attrition Rate Report

Historical Dataset Methodology: This percentage is taken from the five year attrition rate report for each TMS. This is a 5-year running average from the AIRRS database. The percentage used is the same for all environments and both deployed and non-deployed status for each TMS.

NOTE: This number must be entered into OSCAM as a percentage. For example, a value of 5.5 indicates that 5.5% of the aircraft in this environment will be attrited.

NOTE: Attrition will only be applied to whole aircraft. The model will accumulate fractional aircraft attrition in calculations but will only remove aircraft when a whole number has been accumulated.

PP38: Average Flying Hours (hrs/AC/mth) – non-deployed FRS

Definition: Average number of flying hours per aircraft per month for FRS, non-deployed aircraft.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Dividing the total number of FRS aircraft flying hours in ATMSR by the total number of FRS aircraft gives an average flying hours per year. Dividing this by 12 will give the average flying hours per month.

PP39: Unscheduled Actions (factor) – non-deployed FRS

Definition: This factor is a measure of the relative harshness of this environment on the unscheduled action rate.

Data Source: default

Historical dataset methodology: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action rate (input MT4) by 10%.

PP40: Scheduled Actions (factor) – non-deployed FRS

Definition: This factor is a measure of the relative harshness of this environment on the scheduled action rate.

Data Source: default

Historical dataset methodology: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action rate (input MT37) by 10%.

PP41: Cats/Trap (number /1,000 hrs) – non-deployed FRS

Definition: The number of catapult and trap pairs per 1,000 flying hours.

Data Source: LMDSS

Historical Dataset Methodology: LMDSS data provides the number of Cats/Traps per 1,000 flying hours. It was then assumed that 30% of the total occur while aircraft are non-deployed.

NOTE: The calculation of a deployed Cats/Traps factor is inconsistent with prior Methodology (PP32). The assumption was made when deriving FH/mo. that FRS craft are always in a non-deployed state. Based on that assumption, the Cats/Traps factor applied to non-deployed FRS craft should equal 1. The calculation error was not discovered in time for inclusion into the FY07 datasets.

PP42: Attrition Rate (AC/100,000 hrs) – non-deployed FRS

Definition: A prediction of the number of aircraft that will cease operating because of a category 1 strike (loss or damage) per 100,000 flying hours.

Data Source: N/A

Historical Dataset Methodology: For the historical datasets the attrition percentage (PP43) is provided rather than the attrition rate.

PP43: Attrition Percent (percent/yr) – non-deployed FRS

Definition: A prediction of the percentage of aircraft that will cease operating because of a category 1 strike (loss or damage).

Data Source: AIRRS - Five Year Attrition Rate Report

Historical Dataset Methodology: This percentage is taken from the five year attrition rate report for each TMS. This is a 5-year running average from the AIRRS database. The percentage used is the same for all environments and both deployed and non-deployed status for each TMS.

NOTE: This number must be entered into OSCAM as a percentage. For example, a value of 5.5 indicates that 5.5% of the aircraft in this environment will be attrited.

NOTE: Attrition will only be applied to whole aircraft. The model will accumulate fractional aircraft attrition in calculations but will only remove aircraft when a whole number has been accumulated.

PP44: Average Flying Hours (hrs/AC/mth) – deployed Other

Definition: Average number of flying hours per aircraft per month for Other, deployed aircraft.

Data Source: N/A

Historical Dataset Methodology: The “Other “ Environment is not populated in the historical datasets.

PP45: Unscheduled Actions (factor) – deployed Other

Definition: This factor is a measure of the relative harshness of this environment on the unscheduled action rate.

Data Source: default

Historical dataset methodology: populated with default value

Note: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action rate (input MT4) by 10%.

PP46: Scheduled Actions (factor) – deployed Other

Definition: This factor is a measure of the relative harshness of this environment on the scheduled action rate.

Data Source: default

Historical Dataset Methodology: populated with default value

Note: The default value of 1 indicates that there will be no adjustments to the scheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the scheduled action rate (input MT 37) by 10%.

PP47: Cats/Trap (number /1,000 hrs) – deployed Other

Definition: The number of catapult and trap pairs per 1,000 flying hours.

Data Source: LMDSS

Historical Dataset Methodology: LMDSS data provides the number of Cats/Traps per 1,000 flying hours. It was then assumed that 70% of the total occur while aircraft are deployed.

PP48: Attrition Rate (AC/100,000 hrs) – deployed Other

Definition: A prediction of the number of aircraft that will cease operating because of a category 1 strike (loss or damage) per 100,000 flying hours.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

PP49: Attrition Percent (percent/yr) – deployed Other

Definition: A prediction of the percentage of aircraft that will cease operating because of a category 1 strike (loss or damage).

Data Source: AIRRS - Five Year Attrition Rate Report

Historical Dataset Methodology: This percentage is taken from the five year attrition rate report for each TMS. This is a 5-year running average from the AIRRS database. The percentage used is the same for all environments and both deployed and non-deployed status for each TMS.

NOTE: This number must be entered into OSCAM as a percentage. For example, a value of 5.5 indicates that 5.5% of the aircraft in this environment will be attrited.

NOTE: Attrition will only be applied to whole aircraft. The model will accumulate fractional aircraft attrition in calculations but will only remove aircraft when a whole number has been accumulated.

PP50: Average Flying Hours (hrs/AC/mth) – non-deployed Other

Definition: Average number of flying hours per aircraft per month for Other, non-deployed aircraft.

Data Source: N/A

Historical Dataset Methodology: The “Other” Environment is not populated in the historical datasets.

PP51: Unscheduled Actions (factor) – non-deployed Other

Definition: This factor is a measure of the relative harshness of this environment on the unscheduled action rate.

Data Source: default

Historical Dataset Methodology: The default value of 1 indicates that there will be no adjustments to the unscheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the unscheduled action rate (input MT 4) by 10%.

PP52: Scheduled Actions (factor) – non-deployed Other

Definition: This factor is a measure of the relative harshness of this environment on the scheduled action rate.

Data Source: default

Historical Dataset Methodology: The default value of 1 indicates that there will be no adjustments to the scheduled maintenance actions defined in the maintenance sector. Example: an input value of 1.1 will increase the scheduled action rate (input MT 37) by 10%.

PP53: Cats/Trap (number /1,000 hrs) – non-deployed Other

Definition: The number of catapult and trap pairs per 1,000 flying hours.

Data Source: LMDSS

Historical Dataset Methodology: LMDSS data provides the number of Cats/Traps per 1,000 flying hours. It was then assumed that 30% of the total occur while aircraft are non-deployed.

PP54: Attrition Rate (AC/100,000 hrs) – non-deployed Other

Definition: A prediction of the number of aircraft that will cease operating because of a category 1 strike (loss or damage) per 100,000 flying hours.

Data Source: N/A

Historical Dataset Methodology: The “Other” Environment is not populated in the historical datasets.

PP55: Attrition Percent (percent/yr) – non-deployed Other

Definition: A prediction of the percentage of aircraft that will cease operating because of a category 1 strike (loss or damage).

Data Source: AIRRS - Five Year Attrition Rate Report

Historical Dataset Methodology: This percentage is taken from the five year attrition rate report for each TMS. This is a 5-year running average from the AIRRS database. The percentage used is the same for all environments and both deployed and non-deployed status for each TMS.

NOTE: This number must be entered into OSCAM as a percentage. For example, a value of 5.5 indicates that 5.5% of the aircraft in this environment will be attrited.

NOTE: Attrition will only be applied to whole aircraft. The model will accumulate fractional aircraft attrition in calculations but will only remove aircraft when a whole number has been accumulated.

Radio button: Allocation of Deployed Aircraft

Definition: A switch on the Program Profile OPTEMPO sector for each environment to determine, in the event of an aircraft shortfall, whether the planned number of deployed aircraft will be met or whether the percentage split between deployed and non-deployed aircraft will be maintained.

Data Source: default

Historical dataset methodology: Historical datasets are set to the “meet planned deployed” radio button. This will not maintain the percentage split of deployed and non-deployed aircraft, rather the number of deployed aircraft required will be met first.

NOTE: When OSCAM input data is exported to Excel the setting for this input will show as input PP62 – Active, PP63 – Reserve, PP64 – FRS, PP65 – Other and have the title Maintain Planned Deployed.

Radio button: Deployed Aircraft Flying Hours

Definition: A switch on the Program Profile OPTEMPO sector for each environment to determine, in the event of an aircraft shortfall, whether the planned total flying hours will be met or whether the flying hours per aircraft will be maintained as specified.

Data Source: default

Historical dataset methodology: Historical datasets are set to the “meet planned total flying hours” radio button. This setting has the aircraft meet the total number of flying hours that is required, rather than limiting the aircraft to the number of flying hours per aircraft that is entered. This becomes important in scenarios where an aircraft shortfall occurs.

NOTE: When OSCAM input data is exported to Excel the setting for this input will show as input PP66 – Active, PP67 – Reserve, PP68 – FRS, PP69 – Other and have the title Fixed TFR.

Radio button: Non-deployed Flying Hours

Definition: A switch on the Program Profile OPTEMPO sector for each environment to determine, in the event of a non-deployed aircraft shortfall, whether the planned total flying hours will be met or whether the flying hours per aircraft will be maintained as specified.

Data Source: default

Historical dataset methodology: Historical datasets are set to the “meet planned total flying hours” radio button. This setting has the aircraft meet the total number of flying hours that is required, rather than limiting the aircraft to the number of flying hours per aircraft that is entered. This becomes important in scenarios where an aircraft shortfall occurs.

NOTE: When OSCAM input data is exported to Excel the setting for this input will show as input PP70 - Active, PP71 – Reserve, PP72 – FRS, PP73 – Other and have the title Fixed TFR.

Radio button: Use Attrition Percentage

Definition: A switch on the Program Profile OPTEMPO sector for each environment to choose between Attrition Rate (Aircraft/100,000 flying hours) and Attrition Percent (Percent/Year).

Data Source: default

Historical dataset methodology: This radio button is set to use the attrition percentage for the historical datasets. This radio button can be set differently for each of the different environments.

NOTE: When OSCAM input data is exported to Excel the setting for this input will show as input PP74 – Active, PP75 – Reserve, PP76 – FRS, PP77 - Other.

Checkbox: Whole Aircraft Attrition

Definition: A checkbox on the Program Profile OPTEMPO sector that indicates that attrition will only be applied as whole aircraft. The model will accumulate fractional aircraft attrition in calculations but will only remove aircraft when a whole number has been accumulated.

Data Source: default

Historical dataset methodology: This box is checked as the default setting in the historical datasets.

NOTE 1: If this box is checked in any environment then all environments will have only whole aircraft attrition.

NOTE 2: When OSCAM input data is exported to Excel the setting for this input will show as input PP78.

PERSONNEL SECTOR

A representative squadron was chosen for each TMS in each environment. Personnel pay data for this squadron was then pulled from the VAMOSC Personnel Universe by Unit Identification Code (UIC). Level 2 data included: 1.1 Base pay, 1.2 Allowances, 1.3 Bonuses, 1.4 Entitlements, 1.5 Separation Pay, 1.6 FICA, and 1.7 Retirement. Element 1.8 Permanent Change of Station (PCS) data was extracted but not used in the calculation of personnel sector inputs. (PCS costs are captured in another sector.) Personnel count data was also taken from the VAMOSC Personnel Universe. The number of Full Time Equivalents (FTEs) varies by the different level 2 cost elements since not all personnel receive all pays or may not receive them each month. In order to account for this, the FTE count attached to base pay was used. Representative squadrons were chosen based on conversations with NAVAIR 4.2.2 personnel.

The tables below show the representative squadrons for the fixed wing and rotary wing aircraft. Shown is the TMS, the environment of the squadron, the squadron designation and location, and then the Squadron UIC for Navy squadrons and squadron Monitored Command Code (MCC) and Reporting Unit Command (RUC) for Marine Corps squadrons.

Fixed Wing Aircraft Representative Squadrons

T/M/S	Environment	Squadron	UIC	MCC	RUC
AV-8B	Active	VMA-542	M01542	V83	01542
AV-8B	FRS	VMAT 203	M01203	1T2	01203
AV-8B	SEAOPDET/MALS Aug	VMA-542 MALS AUG	M01542	1JD	01542
C-2A	Active	VRC-40	N09303		
C-2A	FRS	VAW-120	N09527		
C-2A	SEAOPDET/MALS Aug	VRC-40 SEA COMP	N45592		
E-2C	Active	VAW-121	N09467		
E-2C	Reserve	VAW -77	N55651		
E-2C	FRS	VAW 120	N09527		
E-2C	SEAOPDET/MALS Aug	Norfolk Sea Op Det	N46966		
EA-6B	Active	VAQ-141	N53807		
EA-6B	Reserve	VAQ-209	N53870		
EA-6B	FRS	VAQ-129	N09995		
EA-6B	SEAOPDET/MALS Aug	CV/CVN Sea Op Det	N46967		
F-14A	Active	VF 121	09086		
F/A-18A	Active	VMFA-312	M01312	VF4	01312
F/A-18A	Reserve	VMFA-112	M01130	S3C	01130
F/A-18A	FRS	VMFAT-101	M01192	1T6	01192
F/A-18A	SEAOPDET/MALS Aug	VMFA-312 MALS AUG	M01312	1JJ	01312
F/A-18C	Active	VFA-94	N09295		
F/A-18C	FRS	VFA-125	N09485		
F/A-18C	SEAOPDET/MALS Aug	CV/CVN/ Sea Op Det	N46964		
F/A-18D	Active	VMFA(AW)-533	M01533	V63	01533
F/A-18D	FRS	VMFAT-101	M01192	1T6	01192
F/A-18D	SEAOPDET/MALS Aug	VMFA-533 MALS AUG	M01533	1JJ	01533
F/A-18E	Active	VFA-115	N09604		
F/A-18E	FRS	VFA-122	N09355		
F/A-18E	SEAOPDET/MALS Aug	CV/CVN Sea Op Det	N46964		
F/A-18F	Active	VFA-41	N09774		
F/A-18F	FRS	VFA-122	N09355		
F/A-18F	SEAOPDET/MALS Aug	CV/CVN Sea Op Det	N46964		
KC-130F	Active	VMGR-352	M01352	VRA	01352
KC-130F	FRS	VMGRT-253	M01247	1T8	01247
KC-130F	SEAOPDET/MALS Aug	VMGR-352 MALS AUG	M01352	1JA	01352
P-3C	Active	VP-8	N09661		
P-3C	Reserve	VP-92	N09146		
P-3C	FRS	VP-30	N09047		
P-3C	SEAOPDET/MALS Aug	P-3 Opdet/Brunswick	N3823A		
S-3B	Active	VS-32	N09353		
S-3B	FRS	VS-41	N09248		
S-3B	SEAOPDET/MALS Aug	NAS Jax Sea Opdet	N46965		

Rotary Wing Aircraft Representative Squadrons

T/M/S	Environment	Squadron	UIC	MCC	RUC
AH-1W	Active	HMLA-169	M01173	VLA	01173
AH-1W	Reserve	HMLA-775	M04780	S6F	04780
AH-1W	FRS	HMT 303	M01303	1T5	01303
AH-1W	SEAOPDET/MALS Aug	HMLA-169 MALS AUG	M01173	1JM	01173
CH-46E	Active	HMM-365	M01365	VM6	01365
CH-46E	Reserve	HMM-774	M01774	1TB	01774
CH-46E	FRS	HMMT-164	M01775	1TA	01775
CH-46E	SEAOPDET/MALS Aug	HMM-365 MALS AUG	M01365	1JH	01365
CH-53E	Active	HMH-461	M01461	1HL	01461
CH-53E	Reserve	HMH-772	M01772	S7L	01772
CH-53E	FRS	HMT-302	M01181	1T9	01181
CH-53E	SEAOPDET/MALS Aug	HMH-461 MALS AUG	M01461	1JG	01461
HH-60H	Active	HS-4	N09164		
HH-60H	Reserve	HCS-5	N53812		
HH-60H	FRS	HS-10	N09299		
HH-60H	SEAOPDET/MALS Aug	CV/CVN Sea Op Det	N46968		
MH-53E	Active	HM-14	N53827		
MH-53E	Reserve	HM-14 RES	N55214		
MH-53E	FRS	HM-14 FRS Dept	N09132		
MH-53E	SEAOPDET/MALS Aug	Norfolk Sea Op Det	N46966		
MH-60S	Active	HSC-26 Shore Comp	N31242		
MH-60S	Reserve	HCS-4	N53811		
MH-60S	FRS	HSC-3	N09822		
MH-60S	SEAOPDET/MALS Aug	HSC-26 Sea Comp	N0381A		
SH-60B	Active	HSL-46	N53916		
SH-60B	Reserve	HSL-60	N3218A		
SH-60B	FRS	HSL-40	N53912		
SH-60B	SEAOPDET/MALS Aug	HSL-46 LAMPS	N55149		
SH-60F	Active	HS-4	N09164		
SH-60F	Reserve	HS-75	N09031		
SH-60F	FRS	HS-10	N09299		
SH-60F	SEAOPDET/MALS Aug	CV/CVN Sea Op Det	N46968		
UH-1N	Active	HMLA-169	M01173	VLA	01173
UH-1N	Reserve	HMLA-775	M04780	S6F	04780
UH-1N	FRS	HMT 303	M01303	1T5	01303
UH-1N	SEAOPDET/MALS Aug	HMLA-169 MALS AUG	M01173	1JM	01173

SALARIES TAB

PS1 / PS11 / PS21 / PS30 / PS40: Pilot Salary (\$/per/yr) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Pilot salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: The average pilot salary was derived by summing all the normalized pay data for all the pilot designators/MOS for the representative squadron and dividing it by the total number of pilot FTEs receiving base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Pilot designators/MOS are taken from the VAMOSC ATMSR User Guide Appendix D and a listing of the designators and MOS with description .

Navy Pilot Designators include: 130, 131, 139, 1300, 1301, 1305, 1310, 1313, 1315, 1317, 1318, 1319, 1390, 1395

Marine Corps Pilot MOS: 7501, 7502, 7508, 7509, 7511, 7522, 7523, 7527, 7531, 7532, 7543, 7545, 7551, 7553, 7555, 7556, 7557, 7559, 7562-7566, 7550, 7576, 7595, 7596

PS2 / PS12 / PS22 / PS31 / PS41: Naval Flight Officer (NFO) Salary (\$/per/yr) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Naval Flight Officer (NFO) salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: NFO salary was derived by summing the normalized pay data for all NFO designators/MOS for the representative squadron and dividing it by the total number of NFO FTEs receiving base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

NFO designators/MOS are taken from the VAMOSC ATMSR User Guide Appendix D and a listing of the designators and MOS with description.

Navy NFO Designators: 132, 137, 1320, 1323, 1325, 1327, 1329, 1370, 1375

Marine Corps NFO MOSs: 6172, 6173, 6174, 7314, 7315, 7372, 7380, 7524, 7525, 7574, 7577, 7580, 7583, 7585, 7587, 7588, 7590, 7593,

PS3 / PS13 / PS23 / PS31 / PS41: Enlisted Aircrew Salary (\$/per/yr) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Enlisted Aircrew salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: The Enlisted Aircrew salary was derived by summing the normalized pay data for the Enlisted Aircrew ratings/MOS for the representative squadron and dividing it by the total number of enlisted aircrew FTEs receiving base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Enlisted aircrew ratings/MOS are taken from the VAMOSC ATMSR User Guide Appendix D.

Navy Aircrew Ratings: 6400

Marine Corps Aircrew MOSs: 617X, 6199, 7314, 7316, 7371, 7372, 7380-7382, 7391

PS4 / PS14 / PS24 / PS33 / PS43: Maintenance Officer Salary (\$/per/yr) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Maintenance Officer salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: The Maintenance Officer salary was derived by summing the normalized pay data for the Officer Maintainer designators/MOS for the representative squadron and dividing it by the total number of maintenance officer FTEs receiving base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Maintainer designators/MOS are taken from the VAMOSC ATMSR User Guide Appendix D.

Navy Maintenance Designators: 152, 633, 636, 638, 647, 734, 736, 738, 152X, 633X, 636X, 638X, 647X, 734X, 736X, 738X

Marine Corps Maintenance MOSs: 60XX, 6116, 6124, 6156, 6212, 6276, 6287, 6302, 6322, 6336, 6337, 6414, 6434, 6469, 6502, 6531

PS5 / PS15 / PS25 / PS34 / PS44: Enlisted Maintenance Salary (\$/per/yr) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Enlisted Maintenance salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: The Enlisted Maintainer salary was derived by summing the normalized pay data for the Enlisted Maintainer ratings/MOS for the representative squadron and dividing it by the total number of enlisted maintainer FTEs receiving base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Maintainer ratings/MOS are taken from the VAMOSC ATMSR User Guide Appendix D.

Navy Maintenance Ratings: 6180, 6200, 6300, 6500, 6800, 6900, 6901, 6902, 6903, 7000, 7400, 7500, 7501, 7502, 7503

Marine Corps Maintenance MOSs: 5993, 6000, 6002, 6004, 601X, 612X, 613X, 614X, 615X, 616X, 618X, 620X, 621X, 622X, 625X, 626X, 627X, 628X, 629X, 63XX, 64XX, 65XX

PS6 / PS16 / PS35 / PS45: SEAOPDET Salary (\$/per/yr) – Active/Full time Reserves/FRS/Other

Definition: Annual SEAOPDET/MALS Augment Maintainer salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: The SEAOPDET salary was derived by summing the normalized pay data for the maintainer ratings/MOS for the representative squadron and dividing it by the total number of SEAOPDET FTEs receiving base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Support ratings/MOS are taken from the VAMOSC ATMSR User Guide Appendix D.

Navy Maintenance Ratings: 6180, 6200, 6300, 6500, 6800, 6900, 6901, 6902, 6903, 7000, 7400, 7500, 7501, 7502, 7503

Marine Corps Maintenance MOSs: 5993, 6000, 6002, 6004, 601X, 612X, 613X, 614X, 615X, 616X, 618X, 620X, 621X, 622X, 625X, 626X, 627X, 628X, 629X, 63XX, 64XX, 65XX

NOTE 1: in most cases SEAOPDET personnel will only be allocated to the Active environment.

PS7 / PS17 / PS26 / PS36 / PS46: Support Officer Salary (\$/per/yr) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Support Officer salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: The Support Officer salary was derived by summing the normalized pay data for the Support Officer designators/MOS for the representative squadron and dividing it by the total number of support officer FTEs receiving base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Support designators/MOS are taken from the VAMOSC ATMSR User Guide Appendix D.

Navy Support Designators: any designator not listed above in input PS1, PS2, or PS4.

Marine Corps Support MOSs: any MOS not listed above in input PS1, PS2, or PS4.

PS8 / PS18 / PS27 / PS37 / PS47: Enlisted Support Salary (\$/per/yr) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Enlisted Support personnel salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: The Enlisted Support personnel salary was derived by summing the normalized pay data for the Enlisted Support ratings/MOS for the representative squadron and dividing it by the total number of enlisted support FTEs receiving base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Support ratings/MOS are taken from the VAMOSC ATMSR User Guide Appendix D.

Navy Support Ratings: any designator not listed above in input PS3 or PS5

Marine Corps Support MOSs: any MOS not listed above in input PS3 or PS5

PS9 / PS19 / PS28 / PS38 / PS48: Civilian Support Salary (\$/per/yr) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual salary for Civilian Support personnel.

Data Source: N/A

Historical Dataset Methodology: This value is not populated in the historical datasets.

PS10 / PS20 / PS29 / PS39 / PS49: Contractor Support Salary (\$/per/yr) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Per person cost for Contractor Support.

Data Source: N/A

Historical Dataset Methodology: This value is not populated in the historical datasets.

PERSONNEL TAB

PS50 / PS66 / PS82 / PS96 / PS112: Pilots (pers/sqd) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: The number of Pilots required per squadron.

Data Source: VAMOSOC Personnel Universe

Historical Dataset Methodology: This is the number of pilot FTEs in the representative squadron who receive base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Navy Pilot Designators include: 130, 131, 139, 1300, 1301, 1305, 1310, 1313, 1315, 1317, 1318, 1319, 1390, 1395

Marine Corps Pilot MOS: 7501, 7502, 7508, 7509, 7511, 7522, 7523, 7527, 7531, 7532, 7543, 7545, 7551, 7553, 7555, 7556, 7557, 7559, 7562-7566, 7550, 7576, 7595, 7596

NOTE: There are TMS that share squadron UICs. For example the UH-1N and the AH-1W share the FRS UIC 01303. Our methodology attributes pilot levels only to the whole UIC. In order to separate pilot levels, and ultimately costs, for the unique TMS, data was collected from AIRRS inventory reports to show TMS aircraft levels by squadron for FY02-FY06. A ratio was developed by dividing the aircraft levels of a particular TMS for the shared UIC by the combined aircraft levels for all TMS of the shared UIC. The ratio also took into account any differences in pilots per aircraft between the TMS sharing the UIC by multiplying the number of TMS in the UIC by the number of pilots needed to operate the craft. The ratio was then applied to the overall pilot levels found for that UIC as described by the prior methodology. The result determined pilot levels attributable to a specific TMS in a shared UIC scenario.

PS51 / PS67 / PS83 / PS97 / PS113: Pilot Turnover (%) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Pilot turnover percentage. This will affect training costs (see input TR1).

Data Source: assumption

Historical Dataset Methodology: Historical datasets assume a value of 33%. 33% is indicative of the typical 3 year tour of duty experience by Navy officers and enlisted personnel.

NOTE: This value should be entered as a percent. For example, a value of 33% turnover should be entered as 33.

PS52 / PS68 / PS84 / PS98 / PS114: Naval Flight Officers (NFOs) (per/sqd) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: The number of NFOs required per squadron.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: This is the number of NFO FTEs in the representative squadron who receive base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

NFO designators/MOS are taken from the VAMOSC ATMSR User Guide Appendix D and a listing of the designators and MOS with description.

Navy NFO Designators: 132, 137, 1320, 1323, 1325, 1327, 1329, 1370, 1375

Marine Corps NFO MOSs: 6172, 6173, 6174, 7314, 7315, 7372, 7380, 7524, 7525, 7574, 7577, 7580, 7583, 7585, 7587, 7588, 7590, 7593,

NOTE: NOTE: There are TMS that share squadron UICs. For example the UH-1N and the AH-1W share the FRS UIC 01303. Our methodology attributes NFO levels only to the whole UIC. In order to separate NFO levels, and ultimately costs, for the unique TMS, data was collected from AIRRS inventory reports to show TMS aircraft levels by squadron for FY02-FY06. A ratio was developed by dividing the aircraft levels of a particular TMS for the shared UIC by the combined aircraft levels for all TMS of the shared UIC. The ratio also took into account any differences in NFO per aircraft between the TMS sharing the UIC by multiplying the number of TMS in the UIC by the number of NFO needed to operate the craft. The ratio was then applied to the overall pilot levels found for that UIC as described by the prior methodology. The result determined pilot levels attributable to a specific TMS in a shared UIC scenario.

PS53 / PS69 / PS85 / PS99 / PS115: NFO Turnover (%) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual NFO turnover percentage. This will affect training costs (see input TR2).

Data Source: assumption

Historical Dataset Methodology: Historical datasets assume a value of 33%. 33% is indicative of the typical 3 year tour of duty experience by Navy officers and enlisted personnel.

NOTE: This value should be entered as a percent. For example, a value of 33% turnover should be entered as 33.

PS54 / PS70 / PS86 / PS100 / PS116: Enlisted Aircrew (per/sqd) – Active/Full time Reserves/Part time Reserves/ FRS/Other

Definition: The number of Enlisted Aircrew required per squadron.

Data Source: VAMOSOC Personnel Universe

Historical Dataset Methodology: This is the number of enlisted aircrew FTEs in the representative squadron who receive base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Navy Aircrew Ratings: 6400

Marine Corps Aircrew MOSs: 617X, 6199, 7314, 7316, 7371, 7372, 7380-7382, 7391

NOTE: There are TMS that share squadron UICs. For example the UH-1N and the AH-1W share the FRS UIC 01303. Our methodology attributes Enlisted Aircrew levels only to the whole UIC. In order to separate Enlisted Aircrew levels, and ultimately costs, for the unique TMS, data was collected from AIRRS inventory reports from the years FY02-FY06 that reported TMS aircraft levels by squadron. A ratio was developed by dividing the aircraft levels of a particular TMS for the shared UIC by the combined aircraft levels for all TMS of the shared UIC. The ratio was then applied to the overall Enlisted Aircrew levels found for that UIC as described by the prior methodology. The result determined Enlisted Aircrew levels attributable to a specific TMS in a shared UIC scenario.

PS55 / PS71 / PS87 / PS101 / PS117: Enlisted Aircrew Turnover (%) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Enlisted Aircrew turnover percentage. This will affect training costs (see input TR3).

Data Source: assumption

Historical Dataset Methodology: Historical datasets assume a value of 33%. 33% is indicative of the typical 3 year tour of duty experience by Navy officers and enlisted personnel.

NOTE: This value should be entered as a percent. For example, a value of 33% turnover should be entered as 33.

PS56 / PS72 / PS88 / PS102 / PS118: Maintenance Officer (per/sqd) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: The number of Maintenance Officers required per squadron.

Data Source: VAMOSOC Personnel Universe

Historical Dataset Methodology: This is the number of maintenance officer FTEs in the representative squadron who receive base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Navy Maintenance Designators: 152, 633, 636, 638, 647, 734, 736, 738, 152X, 633X, 636X, 638X, 647X, 734X, 736X, 738X

Marine Corps Maintenance MOSs: 60XX, 6116, 6124, 6156, 6212, 6276, 6287, 6302, 6322, 6336, 6337, 6414, 6434, 6469, 6502, 6531

NOTE: There are TMS that share squadron UICs. For example the UH-1N and the AH-1W share the FRS UIC 01303. Our methodology attributes Maintenance Officer levels only to the whole UIC. In order to separate Maintenance Officer levels, and ultimately costs, for the unique TMS, data was collected from AIRRS inventory reports from the years FY02-FY06 that reported TMS aircraft levels by squadron. A ratio was developed by dividing the aircraft levels of a particular TMS for the shared UIC by the combined aircraft levels for all TMS of the shared UIC. The ratio was then applied to the overall Maintenance Officer levels found for that UIC as described by the prior methodology. The result determined Maintenance Officer levels attributable to a specific TMS in a shared UIC scenario.

PS57 / PS73 / PS89 / PS103 / PS119: Maintenance Officer Turnover (%) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Maintenance Officer turnover percentage. This will affect training costs (see input TR4).

Data Source: assumption

Historical Dataset Methodology: Historical datasets assume a value of 33%. 33% is indicative of the typical 3 year tour of duty experience by Navy officers and enlisted personnel.

NOTE: This value should be entered as a percent. For example, a value of 33% turnover should be entered as 33.

PS58 / PS74 / PS90 / PS104 / PS120: Enlisted Maintenance (per/sqd) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: The number of Enlisted Maintainers required per squadron.

Data Source: VAMOSOC Personnel Universe

Historical Dataset Methodology: This is the number of enlisted maintainer FTEs in the representative squadron who receive base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Navy Maintenance Ratings: 6180, 6200, 6300, 6500, 6800, 6900, 6901, 6902, 6903, 7000, 7400, 7500, 7501, 7502, 7503

Marine Corps Maintenance MOSs: 5993, 6000, 6002, 6004, 601X, 612X, 613X, 614X, 615X, 616X, 618X, 620X, 621X, 622X, 625X, 626X, 627X, 628X, 629X, 63XX, 64XX, 65XX

NOTE: There are TMS that share squadron UICs. For example the UH-1N and the AH-1W share the FRS UIC 01303. Our methodology attributes Enlisted Maintainers levels only to the whole UIC. In order to separate Enlisted Maintainer levels, and ultimately costs, for the unique TMS, data was collected from AIRRS inventory reports from the years FY02-FY06 that reported TMS aircraft levels by squadron. A ratio was developed by dividing the aircraft levels of a particular TMS for the shared UIC by the combined aircraft levels for all TMS of the shared UIC. The ratio was then applied to the overall Enlisted Maintainer levels found for that UIC as described by the prior methodology. The result determined Enlisted Maintainer levels attributable to a specific TMS in a shared UIC scenario.

PS59 / PS75 / PS91 / PS105 / PS121:Enlisted Maintenance Turnover (%) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: Annual Enlisted Maintainer turnover percentage. This will affect training costs (see input TR5).

Data Source: assumption

Historical Dataset Methodology: Historical datasets assume a value of 33%. 33% is indicative of the typical 3 year tour of duty experience by Navy officers and enlisted personnel.

NOTE: This value should be entered as a percent. For example, a value of 33% turnover should be entered as 33.

PS60 / PS76 / PS106 / PS122: SEAOPDET Personnel (per/sqd) – Active/Full time Reserves/FRS/Other

Definition: The number of SEAOPDET/MALS Augment maintainers required per squadron.

Data Source: VAMOSOC Personnel Universe

Historical Dataset Methodology: These are enlisted maintainers who are part of the SEAOPDET or MALS Augment for the TMS that receive base pay. These personnel travel with the squadron when deployed and non-deployed. Therefore they need to be accounted for over an entire year.

Navy Maintenance Ratings: 6180, 6200, 6300, 6500, 6800, 6900, 6901, 6902, 6903, 7000, 7400, 7500, 7501, 7502, 7503

Marine Corps Maintenance MOSs: 5993, 6000, 6002, 6004, 601X, 612X, 613X, 614X, 615X, 616X, 618X, 620X, 621X, 622X, 625X, 626X, 627X, 628X, 629X, 63XX, 64XX, 65XX

NOTE 1: In most cases these personnel will only be allocated to the active environment.

NOTE 2: This input is only populated if a unique SEAOPDET UIC can be identified for the TMS.

PS61 / PS77 / PS107 / PS123: SEAOPDET Personnel Turnover (%) – Active/Full time Reserves/FRS/Other

Definition: Annual SEAOPDET Maintainer turnover percentage. This will affect training costs (input TR6).

Data Source: assumption

Historical Dataset Methodology: Historical datasets assume a value of 33%. 33% is indicative of the typical 3 year tour of duty experience by Navy officers and enlisted personnel.

NOTE: This value should be entered as a percent. For example, a value of 33% turnover should be entered as 33

PS62 / PS78 / PS92 / PS108 / PS124: Support Officers (per/sqd) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: The number of Support Officers required per squadron.

Data Source: VAMOSOC Personnel Universe

Historical Dataset Methodology: This is the number of support officer FTEs in the representative squadron who receive base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Navy Support Designators: any designator not listed above in PS50, PS52, or PS56

Marine Corps Support MOSs: any MOS not listed above in PS 50, PS52, or PS56

NOTE: There are TMS that share squadron UICs. For example the UH-1N and the AH-1W share the FRS UIC 01303. Our methodology attributes Support Officer levels only to the whole UIC. In order to separate Support Officer levels, and ultimately costs, for the unique TMS, data was collected from AIRRS inventory reports from the years FY02-FY06 that reported TMS aircraft levels by squadron. A ratio was developed by dividing the aircraft levels of a particular TMS for the shared UIC by the combined aircraft levels for all TMS of the shared UIC. The ratio was then applied to the overall Support Officer levels found for that UIC as described by the prior methodology. The result determined Support Officer levels attributable to a specific TMS in a shared UIC scenario.

PS63 / PS79 / PS93 / PS109 / PS125: Enlisted Support (per/sqd) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: The number of Enlisted Support required per squadron.

Data Source: VAMOSOC Personnel Universe

Historical Dataset Methodology: This is the number of enlisted support FTEs in the representative squadron who receive base pay.

Part time Reserves and Other Environment inputs are not populated in the historical datasets.

Navy Support Ratings: any designator not listed above in PS54 or PS57

Marine Corps Support MOSs: any MOS not listed above in PS54 or PS57

NOTE: There are TMS that share squadron UICs. For example the UH-1N and the AH-1W share the FRS UIC 01303. Our methodology attributes Enlisted Support levels only to the whole UIC. In order to separate Enlisted Support levels, and ultimately costs, for the unique TMS, data was collected from AIRRS inventory reports from the years FY02-FY06 that reported TMS aircraft levels by squadron. A ratio was developed by dividing the aircraft levels of a particular TMS for the shared UIC by the combined aircraft levels for all TMS of the shared UIC. The ratio was then applied to the overall Enlisted Support levels found for that UIC as described by the prior methodology. The result determined Enlisted Support levels attributable to a specific TMS in a shared UIC scenario.

PS64 / PS80 / PS94 / PS110 / PS126: Civilian Support (per/sqd) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: The number of Civilian Support personnel required per squadron.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

PS65 / PS81 / PS95 / PS111 / PS127: Contractor Support (per/sqd) – Active/Full time Reserves/Part time Reserves/FRS/Other

Definition: The number of Contractor Support personnel required per squadron.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

CLS (CONTRACTOR LOGISTICS SUPPORT) TAB

PS128 / PS132 / PS136 / PS140: CLS start month (mth) – Active/Reserve/FRS/Other

Definition: The start month of the Organizational-Level Contractor Logistics Support.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This should be entered as the number of months after the first aircraft was introduced. Example: entering a value of 5 indicates that the CLS begins 5 months after the first aircraft is introduced.

PS129 / PS133 / PS137 / PS141: CLS Duration (mths) – Active/Reserve/FRS/Other

Definition: The duration (in months) of the Organizational-Level Contractor Logistics Support.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This input must be entered as a number of months. Example: a value of 60 indicates that CLS will last for 5 years after CLS start.

PS130 / PS134 / PS138 / PS142: CLS Fixed Cost (\$/yr) – Active/Reserve/FRS/Other

Definition: Organizational-Level Contractor Logistics Support Fixed Cost per Year.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

PS131 / PS135 / PS139 / PS143: CLS Cost (\$/AC/yr) – Active/Reserve/FRS/Other

Definition: Organizational-Level Contractor Logistics Support Variable Cost per Aircraft.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

PS144: CLS start month (mth) – I-level

Definition: The start month of the Intermediate-Level Contractor Logistics Support.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This should be entered as the number of months after the first aircraft was introduced. Example: entering a value of 5 indicates that the CLS begins 5 months after the first aircraft was introduced.

PS145: CLS Duration (mths) – I-level

Definition: The duration (in months) of the Intermediate-Level Contractor Logistics Support.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This input must be entered as a number of months. Example: a value of 60 indicates that CLS will last for 5 years after CLS start.

PS146: CLS Fixed Cost (\$/yr) – I-level

Definition: Intermediate-Level Contractor Logistics Support Fixed Cost per Year.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

PS147: CLS Cost (\$/AC/yr) – I-level

Definition: Intermediate-Level Contractor Logistics Support Variable Cost per Aircraft.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

AIMD/MALS TAB

PS148: Overall AIMD Cost (\$/yr) (simplified)

Definition: The total cost of Aviation Intermediate Maintenance Depot (AIMD)/Marine Aviation Logistic Support (MALS) personnel attributable to this TMS per year.

Data Source: N/A

Historical Dataset Methodology: This is a simplified data input. This input is not populated in the historical datasets since the detailed data is supplied.

The following tables show the AIMD and MALS facilities that are included in the maintenance data inputs with the ID that OSCAM assigns the facility. The table includes ashore and afloat facilities that reported more than 1 FTE worth of work in a year during the years FY02-FY06.

Shore AIMD Facility Location	OSCAM Facility ID	Afloat AIMD Facility	OSCAM Facility ID
Anderson AFB, Guam	AND	USS Abraham Lincoln CVN-72	LIN
Atlanta, GA	ATL	USS Bonhomme Richard LHD-6	LH6
Atsugi, Japan	ATS	USS Boxer LHD-4	BOX
Brunswick, ME	BRS	USS Carl Vinson CVN-70	VIN
Corpus Christi, TX	CPS	USS Enterprise CVN-65	ENT
Diego Garcia	DGR	USS Essex LHD-2	ESX, LH2
Fallon, NV	FLN	USS George Washington CVN-73	GWS, WSH
Fort Worth, TX	FTW	USS Harry Truman CVN-75	TRU
Jacksonville, FL	JAX	USS Iwo Jima LHD-7	LH7
Lemoore, CA	LEM	USS John F. Kennedy CVN-67	KEN, JFK
Mayport, FL	MAY	USS John Stennis CVN-74	STN
Misawa, Japan	MIS	USS Kearsarge LHD-3	KSG, LH3
New Orleans, LA	NOR	USS Kitty Hawk CV-63	KHK
Norfolk, VA	NFK	USS Nimitz CVN-68	NIM
North Island, CA	NIS	USS Peleliu LHA-5	PEL, LH5
Oceana, VA	OCE	USS Ronald Reagan CVN-76	RGN, RRG
Point Mugu, CA	PMG	USS Tawara LHA-1	TWA
Sigonella, Italy	SIG	USS Theodore Roosevelt CVN-71	RSV
Washington, D.C.	WDC		
Whidbey Island, WA	WBY		
Willow Grove, PA	WGR		

MALS Number	MALS facility location	OSCAM Facility ID
MALS 11	Miramar, CA	M11
MALS 12	Iwakuni	M12
MALS 13	Yuma, AZ	M13
MALS 14	Cherry Point, NC	M14
MALS 16	Miramar, CA	M16
MALS 26	New River	M26
MALS 29	New River	M29
MALS 31	Beaufort, SC	M31
MALS 36	Futenma	M36
MALS 39	Pendleton	M39
MALSE	Kaneohe Bay, HI	MAL

PS149: Maintenance Officer Salary (\$/per/yr) – AIMD

Definition: Annual AIMD/MALS Maintenance Officer salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: Historical datasets use VAMOSC Personnel Universe data averaged over all AIMD/MALS facilities. Level 2 data is pulled for all AIMD/MALS facilities. The total pay of all facilities (summed for officer maintenance) is divided by the total number of people receiving pay at those facilities to find the cost per person. This was done because OSCAM Air contains a single set of salary inputs for all AIMD/MALS facilities.

Designator/MOS information is taken from the VAMOSC ATMSR User Guide, Appendix D.

Navy Maintenance Designators: 152, 633, 636, 638, 647, 734, 736, 738, 152X, 633X, 636X, 638X, 647X, 734X, 736X, 738X

Marine Corps Maintenance MOSs: 60XX, 6116, 6124, 6156, 6212, 6276, 6287, 6302, 6322, 6336, 6337, 6414, 6434, 6469, 6502, 6531

PS150: Enlisted Maintenance Salary (\$/per/yr) – AIMD

Definition: Annual AIMD/MALS Enlisted Maintenance salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: Historical datasets use VAMOSC Personnel Universe data averaged over all AIMD/MALS facilities. Level 2 data is pulled for all AIMD/MALS facilities. The total pay of all facilities (summed for enlisted maintainers) is divided by the total number of people receiving pay at those facilities to find the cost per person. This was done because OSCAM Air contains a single set of salary inputs for all AIMD/MALS facilities.

Designator/MOS information is taken from the VAMOSC ATMSR User Guide, Appendix D.

Navy Maintenance Ratings: 6180, 6200, 6300, 6500, 6800, 6900, 6901, 6902, 6903, 7000, 7400, 7500, 7501, 7502, 7503

Marine Corps Maintenance MOSs: 5993, 6000, 6002, 6004, 601X, 612X, 613X, 614X, 615X, 616X, 618X, 620X, 621X, 622X, 625X, 626X, 627X, 628X, 629X, 63XX, 64XX, 65XX

PS151: Support Officer Salary (\$/per/yr) – AIMD

Definition: Annual AIMD/MALS Support Officer salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: Historical datasets use VAMOSC Personnel Universe data averaged over all AIMD/MALS facilities. Level 2 data is pulled for all AIMD/MALS facilities. The total pay of all facilities (summed for support officers) is divided by the total number of support officers receiving pay at those facilities to find the cost per person. This was done because OSCAM Air contains a single set of salary inputs for all AIMD/MALS facilities. Designator/MOS information is taken from the VAMOSC ATMSR User Guide, Appendix D.

Navy Support Designators: any designator not listed in PS149

Marine Corps Support MOSs: any MOS not listed in PS149

PS152: Enlisted Support Salary (\$/per/yr) – AIMD

Definition: Annual AIMD/MALS Enlisted Support salary including base pay, allowances, bonuses, entitlements, FICA, and retirement. PCS costs are not included in this input.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: Historical datasets use VAMOSC Personnel Universe data averaged over all AIMD/MALS facilities. Level 2 data is pulled for all AIMD/MALS facilities. The total pay of all facilities (summed for enlisted support) is divided by the total number of support enlisted receiving pay at those facilities to find the cost per person. This was done because OSCAM Air contains a single set of salary inputs for all the AIMD/MALS facilities.

Navy Support Ratings: any designator not listed in PS150

Marine Corps Support MOSs: any MOS not listed in PS150

PS153: Civilian Support Salary (\$/per/yr) – AIMD

Definition: Annual salary for Civilian Support AIMD/MALS personnel.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

PS154: Contractor Support Salary (\$/per/yr) – AIMD

Definition: Per person cost for Contractor Support at AIMD/MALS facilities.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

PS155 / PS164 / PS173 / PS182 / PS191 / PS200 / PS209 / PS218 / PS227 / PS236 / PS245 / PS254 / PS263 / PS272 / PS281 / PS290 / PS299 / PS308 / PS317 / PS326: Allocation to TMS (%)

Definition: The percentage of the total effort at this AIMD/MALS attributable to the TMS.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Historical datasets calculate this value as a ratio of the hours worked on this TMS to the total hours for the I-level facility on all TMS worked there.

AIMD/MALS facilities are chosen based on the number of hours of work done on a particular TMS at the facility. OSCAM Air only allows for 20 AIMD/MALS facilities to be entered. Processing rules called for the facilities with the most hours for the TMS of interest to be used first. Facilities that averaged more than 1 FTE worth of work a year were included in the dataset.

PS156 / PS165 / PS174 / PS183 / PS192 / PS201 / PS210 / PS219 / PS228 / PS237 / PS246 / PS255 / PS264 / PS273 / PS282 / PS291 / PS300 / PS309 / PS318 / PS327: Number of Maintenance Officers

Definition: The number of Maintenance Officers at this AIMD/MALS facility.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: Historical datasets use VAMOSC Personnel Universe level 2 data pulled by facility UIC. The value returned in cost element 2.1 Base Pay – Annual Count who Received Dollars summed over all of the maintenance officer designators is used as the value for this input.

Designator/MOS information is taken from the VAMOSC ATMSR User Guide, Appendix D.

Navy Maintenance Designators: 152, 633, 636, 638, 647, 734, 736, 738, 152X, 633X, 636X, 638X, 647X, 734X, 736X, 738X

Marine Corps Maintenance MOSs: 60XX, 6116, 6124, 6156, 6212, 6276, 6287, 6302, 6322, 6336, 6337, 6414, 6434, 6469, 6502, 6531

PS157 / PS166 / PS175 / PS184 / PS193 / PS202 / PS211 / PS220 / PS229 / PS238 / PS247 / PS256 / PS265 / PS274 / PS283 / PS292 / PS301 / PS310 / PS319 / PS328: Maintenance Officer Turnover (%)

Definition: Annual Maintenance Officer turnover percentage. This will affect training costs (see input TR4).

Data Source: assumption

Historical Dataset Methodology: Historical datasets assume a value of 33%. 33% is indicative of the typical 3 year tour of duty experience by Navy officers and enlisted personnel.

NOTE: if there are 10 maintenance officers and a value of 10 is entered in the turnover input, then training costs (defined by input TR4) for 1 maintenance officer will be incurred.

PS158 / PS167 / PS176 / PS185 / PS194 / PS203 / PS212 / PS221 / PS230 / PS239 / PS248 / PS257 / PS266 / PS275 / PS284 / PS293 / PS302 / PS311 / PS320 / PS329: Number of Maintenance Enlisted

Definition: The number of enlisted maintainers at this AIMD/MALS facility.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: Historical datasets use VAMOSC Personnel Universe level 2 data pulled by facility UIC. The value returned in cost element 2.1 Base Pay – Annual Count who Received Dollars summed over all of the enlisted maintenance ratings is used as the value for this input.

Designator/MOS information is taken from the VAMOSC ATMSR User Guide, Appendix D.

Navy Maintenance Ratings: 6180, 6200, 6300, 6500, 6800, 6900, 6901, 6902, 6903, 7000, 7400, 7500, 7501, 7502, 7503

Marine Corps Maintenance MOSs: 5993, 6000, 6002, 6004, 601X, 612X, 613X, 614X, 615X, 616X, 618X, 620X, 621X, 622X, 625X, 626X, 627X, 628X, 629X, 63XX, 64XX, 65XX

PS159 / PS168 / PS177 / PS186 / PS195 / PS204 / PS213 / PS222 / PS231 / PS240 / PS249 / PS258 / PS267 / PS276 / PS285 / PS294 / PS303 / PS312 / PS321 / PS330: Maintenance Enlisted Turnover (%)

Definition: Annual enlisted maintainer turnover percentage. This will affect training costs (see input TR5).

Data Source: assumption

Historical Dataset Methodology: Historical datasets assume a value of 33%. 33% is indicative of the typical 3 year tour of duty experience by Navy officers and enlisted personnel.

NOTE: if there are 10 enlisted maintenance personnel and a value of 10 is entered in the turnover input, then training costs (defined by input TR5) for 1 enlisted maintenance personnel will be incurred.

PS160 / PS169 / PS178 / PS187 / PS196 / PS205 / PS214 / PS223 / PS232 / PS241 / PS250 / PS259 / PS268 / PS277 / PS286 / PS295 / PS304 / PS313 / PS322 / PS331:
Number of Support Officers

Definition: The number of Support Officers at this AIMD/MALS facility.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: Historical datasets use VAMOSC Personnel Universe level 2 data pulled by facility UIC. The value returned in cost element 2.1 Base Pay – Annual Count who Received Dollars summed over all of the support officer designators is used as the value for this input.

Designator/MOS information is taken from the VAMOSC ATMSR User Guide, Appendix D.

Navy Support Designators: any designator not listed above in input PS156 for officers

Marine Corps Support MOSs: any MOS not listed above in input PS156 for officers

PS161 / PS170 / PS179 / PS188 / PS197 / PS206 / PS215 / PS224 / PS233 / PS242 / PS251 / PS260 / PS269 / PS278 / PS287 / PS296 / PS305 / PS314 / PS323 / PS332:
Number of Support Enlisted

Definition: The number of Support Enlisted at this AIMD/MALS facility.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: Historical datasets use VAMOSC Personnel Universe level 2 data pulled by facility UIC. The value returned in cost element 2.1 Base Pay – Annual Count who Received Dollars summed over all of the enlisted support ratings is used as the value for this input.

Rating/MOS information is taken from the VAMOSC ATMSR User Guide, Appendix D.

Navy Support Ratings: any rating not listed above in input PS158 for enlisted

Marine Corps Support MOSs: any MOS not listed above in input PS158 for enlisted

NOTE: For Afloat AIMD facilities, this methodology results in aggregating the remainder of the ships crew and identifying them as support personnel. To mitigate this, Afloat facilities were assumed to exhibit the same ratio of enlisted support personnel as Ashore facilities. That number was calculated to be 7.06% of enlisted maintenance personnel.

PS162 / PS171 / PS180 / PS189 / PS198 / PS207 / PS216 / PS225 / PS234 / PS243 / PS252 / PS261 / PS270 / PS279 / PS288 / PS297 / PS306 / PS315 / PS324 / PS333:
Number of Support Civilians

Definition: The number of Civilian Support personnel at an AIMD/MALS facility.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

PS163 / PS172 / PS181 / PS190 / PS199 / PS208 / PS217 / PS226 / PS235 / PS244 / PS253 / PS262 / PS271 / PS280 / PS289 / PS298 / PS307 / PS316 / PS325 / PS334:
Number of Support Contractors

Definition: The number of Contractor Support personnel at an AIMD/MALS facility.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

OPERATIONS SECTOR

OP1 / OP2: Fuel Use per Hour Active / Reserve (gallons/hr) -- Deployed

Definition: Fuel consumption in gallons per flying hour.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: VAMOSC ATMSR element 1.2.5.1 Fuel Costs – Navy and 1.2.5.2 Fuel Costs – Marines give the total fuel cost per TMS. Added together and divided by the total number of regular (active and reserve) aircraft flying hours (ATMSR element A2.1 Regular Total Annual Flying Hours) gives the cost of fuel per active flying hour. This is then divided by the cost of

fuel per gallon (for the respective fiscal year) as given by NAVSUP to obtain the number of gallons of fuel per active flying hour. Since VAMOSC does not break out Active and Reserve data the cost of fuel per flying hour was assumed to be the same for these environments. VAMOSC also does not break out deployed and non-deployed data so fuel consumption is assumed to be the same for aircraft in either status.

OP3: Fuel Use per Hour FRS (gallons/hr) – Deployed

Definition: Fuel consumption in gallons per flying hour.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: VAMOSC ATMSR element 4.1.2.5.1 FRS Fuel Costs – Navy and 4.1.2.5.2 FRS Fuel Costs - Marine give the total fuel cost per TMS. Added together and divided by the total number of FRS aircraft flying hours (ATMSR element A2.2 FRS Total Annual Flying Hours) gives the cost of fuel per FRS flying hour. This is then divided by the cost of fuel per gallon as given by NAVSUP to obtain the number of gallons of fuel per FRS flying hour.

OP4: Fuel Use per Hour Other (gallons/hr) – Deployed

Definition: Fuel consumption in gallons per flying hour.

Data Source: N/A

Historical Dataset Methodology: Inputs for the “other” environment were not populated in the historical databases since VAMOSC data does not cover these aircraft.

OP5 / OP6: Fuel Use per Hour Active/Reserve (gallons/hr) – Non-deployed

Definition: Fuel consumption in gallons per flying hour.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: VAMOSC ATMSR element 1.2.5.1 Fuel Costs - Navy and 1.2.5.2 Fuel Costs – Marine give the total fuel cost per TMS. Added together and divided by the total number of regular aircraft flying hours (ATMSR element A2.1 Regular Total Annual Flying Hours) gives the cost of fuel per active flying hour. This is then divided by the cost of fuel per gallon as given by NAVSUP to obtain the number of gallons of fuel per active flying hour. Since VAMOSC does not break out Active and Reserve data the cost of fuel per flying hour was assumed to be the same for these environments. VAMOSC also does

not break out deployed and non-deployed data so fuel consumption is assumed to be the same in these two areas.

OP7: Fuel Use per Hour FRS (gallons/hr) – Non-deployed

Definition: Fuel consumption in gallons per flying hour.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: VAMOSC ATMSR element 4.1.2.5.1 FRS Fuel Costs - Navy and 4.1.2.5.2 FRS Fuel Costs - Marine give the total fuel cost per TMS. Added together and divided by the total number of FRS aircraft flying hours (ATMSR element A2.2 FRS Total Annual Flying Hours) gives the cost of fuel per FRS flying hour. This is then divided by the cost of fuel per gallon as given by NAVSUP to obtain the number of gallons of fuel per FRS flying hour. VAMOSC does not break out deployed and non-deployed data so fuel consumption is assumed to be the same in these two areas.

OP8: Fuel Use per Hour Other (gallons/hr) – Non-deployed

Definition: Fuel consumption in gallons per flying hour

Data Source: N/A

Historical Dataset Methodology: Inputs for the “other” environment were not populated in the historical databases since VAMOSC data does not cover these aircraft.

OP9: Fuel Cost (\$/gallon)

Definition: Cost of fuel per gallon.

Data Source: JP-5 fuel cost from NAVSUP

Historical Dataset Methodology: This input reflects the price of a gallon of fuel as priced by NAVSUP in the base year of the dataset.

OP10: Mission Support Supplies (\$/AC/year)

Definition: The cost per aircraft per year of support to mission personnel e.g. flight clothing, rags, safety equipment, admin supplies.

Data Source: N/A

Historical Dataset Methodology: Values for this input are included in the consumables cost input in the maintenance sector of the model. VAMOSC data does not provide enough visibility to break out mission support supplies from other consumables. Therefore the input is included in the maintenance sector as a total cost and is omitted here to avoid double counting.

NOTE: This cost is applied to all aircraft in all environments.

OP11: Ordnance 1 Cost (\$/hr)

Definition: The cost of type 1 ordnance per flying hour. This is Training Expendable Stores: conventional air ammunitions, missiles, torpedoes, etc. expended by Active, Reserve, FRS, and Other aircraft.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: This input is taken from element 1.2.2 Training Expendable Stores and 4.1.2.2 FRS Training Expendable Stores Costs in the VAMOSC ATMSR Universe divided by the total flying hours in VAMOSC ATMSR (elements A2.1 Regular Total Annual Flying Hours and A2.2 FRS Total Annual Flying Hours).

OP12: Ordnance 2 Cost (\$/hr)

Definition: The cost of type 2 ordnance per flying hour. This is Training Expendable Stores: conventional air ammunitions, missiles, torpedoes, etc. expended by Active, Reserve, FRS, and Other aircraft.

Data Source: N/A

Historical Dataset Methodology: VAMOSC ATMSR does not include low-level insight into the training expendable stores cost. Therefore, the data is assumed to be represented as a single average cost of all types of ordnance used by the TMS per flying hour and is included in OP11, Ordnance 1 Cost.

OP13: Temporary Duty (\$/sqd/yr)

Definition: The cost for Temporary Additional Duty (TAD) is applied to the total number of squadrons in all environments in the model.

Data Source: VAMOSC ATMSR and AIRRS

Historical Dataset Methodology: VAMOSC ATMSR provides the total TAD paid for all active, reserve, and FRS aircraft (element 1.2.1 Temporary Additional

Duty Costs). By using the number of non-“Other” squadrons provided by AIRRS a dollars per squadron per year can be calculated.

OP14: Disposal Cost (\$/AC)

Definition: Cost of disposal per aircraft.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

OP15: Salvage Cost (\$/AC)

Definition: Cost of salvaging an attritted aircraft above and beyond the disposal cost.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MAINTENANCE SECTOR

UNSCHEDULED AIRCRAFT TAB

MT1: AVDLR Cost (\$/hr) – simplified

Definition: The average Aviation Depot Level Repairables (AVDLR) cost per flying hour. This is used as a simplified alternative to the detailed unscheduled maintenance data. Age and Cats/Traps factors effect this value.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Historical datasets use VAMOSC ATMSR 1.2.4 AVDLR Costs Total Regular and 4.1.2.4 FRS AVDLR Costs Total divided by the number of flying hours (element A2.0 Total Annual Flying Hours).

MT2: Consumables Cost (\$/hr) – simplified

Definition: The Total Unscheduled Maintenance Consumables cost per flying hour is the cost of replacement for items not intended to be repaired. This input is a simplified alternative to the detailed unscheduled maintenance data. Age and Cats/Traps factors effect this value.

Data Source: VAMOSC ATMSR & NAMSRS +

Historical Dataset Methodology: Historical datasets use VAMOSC ATMSR 1.2.3 Support Supplies Costs and 4.1.2.3 FRS Support Supplies Costs divided by the number of flying hours (element A2.0 Total Annual Flying Hours). NAMSRS + was used to identify scheduled consumables dollars spent (consumables dollars accumulated against maintenance code "S" for the TMS) and that number was taken away from the value reported by ATMSR to achieve and unscheduled consumables \$/hr.

MT3: Aircraft MTBR (hrs)

Definition: Mean Time Between Removal (MTBR) per aircraft. This is a measure of time between unscheduled maintenance actions that arise, or the time between removal of suspected faulty components.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

NOTE: This is an either/or field. Enter either MTBR or Actions/1,000 Flying Hours (input MT4).

MT4: Actions (actions/1,000 hrs)

Definition: Actions per 1,000 Flying Hours per aircraft. This is the measure of the average number of unscheduled maintenance actions that arise for every 1,000 hours flown.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

NOTE: This is an either/or field. Enter either Actions/1,000 Flying Hours or MTBR (input MT3).

MT5: Labor for Removal (hrs/action)

Definition: Organizational Level labor hours required for removal and replacement of components.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT6: Repair at O-Level (%)

Definition: The percentage of unscheduled actions that are performed at the Organizational-Level.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT7: Refer to I-level (%)

Definition: The percentage of unscheduled actions that are referred to Intermediate-Level. This does not necessarily mean that they are repaired at Intermediate-Level.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT8: To Depot Repair/Replace (%)

Definition: The percentage of actions that are sent directly from Organizational-Level to Depot to be repaired or replaced. Items sent to Depot from the O-level that are found to be false removals are captured in input MT9.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT9: False Removal (%) – O Level

Definition: The percentage of actions where items are sent from Organizational-Level to the Depot and are found to be false removals.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT10: Repair at I-level (%)

Definition: The percentage of actions sent to Intermediate-Level that are repaired at Intermediate-Level.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT11: To Depot Repair/Replace (%)

Definition: The percentage of actions sent to Intermediate-Level that are passed on to Depot to be repaired or replaced. Items sent to Depot from the I-level that are found to be false removals are captured in input MT12.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT12: False Removal (%) – I level

Definition: The percentage of actions where items are sent from Intermediate-Level to the Depot and are found to be false removals.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT13: O-level Labor Hours (hrs/action)

Definition: The Organizational-Level labor hours required for a repair done at the O-Level. This parameter impacts labor utilization; it does not affect labor cost since O-Level Labor cost is accounted for in squadron personnel.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT14: O-level Consumables (\$/action)

Definition: The Organizational Level Unscheduled Maintenance consumables cost per action is the cost of replacement for items not intended to be repaired.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT15: I-level Labor Hours (hrs/action)

Definition: The Intermediate-Level labor hours required for a repair done at the I-Level. This parameter impacts labor utilization; it does not affect labor cost since I-Level Labor cost is accounted for in AIMD/MALS personnel.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT16: I-level Consumables (\$/action)

Definition: The average cost of consumables for repairs done at Intermediate-Level.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT17: Depot Repair/Replace (\$/action)

Definition: The average cost of repair or replacement of Aviation Depot Level Repairables (AVDLRs), i.e., parts sent to the Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT18: False Removal Cost (\$/action)

Definition: The average cost of false removal of parts.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

UNSCHEDULED ENGINE TAB

MT19: Engine AVDLR Cost (\$/action)

Definition: The Aviation Depot Level Repairables (AVDLR) cost per flying hours. This is used as a simplified alternative to the detailed unscheduled maintenance data. Age and Cats/Traps affect this value.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: ATMSR reports both engine and airframe related costs in its AVDLR reporting. Engine AVDLRs cost are captured and included in the number reported in input MT1.

MT20: Engine Consumables Cost (\$/hr)

Definition: The total unscheduled maintenance consumables cost per flying hour is the cost of replacement for items not intended to be repaired. This input is a simplified alternative to the detailed unscheduled maintenance data. Age and Cats/Traps affect this value.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: ATMSR reports both engine and airframe related costs in its Consumables reporting. Engine Consumables' cost are captured and included in the number reported in input MT1.

MT21: Engine MTBR (hrs)

Definition: Mean Time Between Removals (MTBR) per aircraft. This is a measure of the time between unscheduled engine maintenance actions that arise, or the time between removal of suspected faulty components.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

NOTE: This is an either/or field. Enter either Actions/1,000 Flying Hours or MTBR (input MT22).

MT22: Engine Actions (actions/1,000 hrs)

Definition: Actions per 1,000 Flying Hours per aircraft. This is the measure of the average number of unscheduled engine maintenance actions that arise for every 1,000 hours flown.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

NOTE: This is an either/or field. Enter either Actions/1,000 Flying Hours or MTBR (input MT21).

MT23: Engine Labor for Removal (hrs/action)

Definition: Organizational-Level labor hours required for removal and replacement of engine components.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT24: Engine Repair at O-Level (%)

Definition: The percentage of unscheduled engine actions that are performed at the Organizational-Level.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT25: Engine Refer to I-level (%)

Definition: The percentage of unscheduled engine actions that are referred to Intermediate-Level. This does not necessarily mean that they are repaired at Intermediate-Level.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT26: Engine To Depot Repair/Replace (%) – O level

Definition: The percentage of engine actions that are sent directly from Organizational-Level to Depot to be repaired or replaced. Items sent to Depot from the O-level that are found to be false removals are captured in input MT27.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT27: Engine False Removal (%) – O level

Definition: The percentage of engine actions where items are sent from Organizational-Level to the Depot and are found to be false removals.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT28: Engine Repair at I-level (%)

Definition: The percentage of engine actions sent to Intermediate-Level that are repaired at Intermediate-Level.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT29: Engine To Depot Repair/Replace (%) – I level

Definition: The percentage of engine actions sent to Intermediate-Level that are passed on to Depot to be repaired or replaced. Items sent to Depot from the I-level that are found to be false removals are captured in input MT30.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT30: Engine False Removal (%) – I level

Definition: The percentage of engine actions where items are sent from Intermediate-Level to the Depot and are found to be false removals.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT31: Engine O-level Labor Hours (hrs/action)

Definition: The Organizational-Level labor hours required for an engine repair done at the O-Level. This parameter impacts labor utilization; it does not affect labor costs since O-Level Labor cost is accounted for in squadron personnel.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT32: Engine O-level Consumables (\$/action)

Definition: The Organizational-Level Unscheduled Maintenance Consumables cost per engine action is the cost of replacement for items not intended to be repaired.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT33: Engine I-level Labor Hours (hrs/action)

Definition: The Intermediate-Level labor hours required for an engine repair done at the I-Level. This parameter impacts labor utilization; it does not affect labor cost since I-Level Labor cost is accounted for in AIMD/MALS personnel.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT34: Engine I-level Consumables (\$/action)

Definition: The average cost of consumables for engine repairs done at Intermediate-Level.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT35: Engine Depot Repair/Replace (\$/action)

Definition: The average cost of engine repair or replacement of Aviation Depot Level Repairables (AVDLRs), i.e., parts sent to the Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

MT36: Engine False Removal Cost (\$/action)

Definition: The average cost of false removal of engine parts.

Data Source: N/A

Historical Dataset Methodology: Detailed maintenance inputs are not populated in the historical datasets.

SCHEDULED MAINTENANCE TAB

MT37: Scheduled Actions (actions/1,000hrs)

Definition: Organizational-Level Actions per 1,000 Flying Hours per aircraft. This is the measure of the average number of scheduled maintenance actions that arise for every 1,000 hours flown.

Data Source: VAMOS NAMS +, ATMSR

Historical Dataset Methodology: NAMS + reports Scheduled Maintenance actions by TMS and Engine TEC. Scheduled Maintenance actions for the TMS and the TECs that it utilized are added together. This number is then divided by the number of Flight Hours report in ATMSR elements A2.1 and A2.2 and multiplied by 1,000.

MT38: Scheduled Consumables Cost (\$/action)

Definition: The Total Scheduled Maintenance Consumables cost per flying hour is the cost of replacement for items not intended to be repaired. Age and Cats/Traps factors affect this value.

Data Source: VAMOSC NAMSR +

Historical Dataset Methodology: This input is calculated by dividing the total O-level scheduled consumables by the total scheduled O-level maintenance action count for the TMS. The total O-level scheduled consumables is found by taking all of the O-level scheduled consumables plus a percentage of the total consumables not attributed specifically to O- or I-level.

MT39: Scheduled Labor Hours per Action (hrs/action)

Definition: Average Organizational-Level Scheduled Maintenance Labor Hours per action.

Data Source: VAMOSC NAMSR +

Historical Dataset Methodology: This input is calculated by dividing the total O-level scheduled maintenance action hours by the total O-level scheduled maintenance action count.

MT40: Unscheduled Actions Arising, Aircraft (%)

Definition: The percentage of Unscheduled Aircraft Maintenance Actions arising from Scheduled Maintenance Actions.

Data Source: default

Historical Dataset Methodology: Historical datasets assume a value of 0% (i.e., no impact)

NOTE: A data value of 10 indicates that there will be a 10% increase in unscheduled aircraft maintenance actions due to scheduled maintenance actions.

MT41: Unscheduled Actions Arising, Engine (%)

Definition: The percentage of Unscheduled Engine Maintenance Actions arising from Scheduled Maintenance Actions.

Data Source: default

Historical Dataset Methodology: Historical datasets assume a value of 0%.

NOTE: A data value of 10 indicates that there will be a 10% increase in unscheduled aircraft maintenance actions due to scheduled maintenance actions.

MT42: Support Equipment Maintenance (\$/AC/year)

Definition: The cost of repairing ground support equipment at depot level facilities. This cost is applied to aircraft in all environments.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Historical datasets use VAMOSC ATMSR cost element 3.8 Support Equipment Maintenance Costs divided by count element A1.0 Total Aircraft Number.

PDM/OVERHAUL TAB

MT43: Time of First for Engine PDM (mth)

Definition: Time in months from introduction of the aircraft until the first Planned Depot Maintenance (PDM) of this type. PDMs are considered to be Scheduled Overhauls.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT44: Frequency for Engine (mths)

Definition: Time in months between Planned Depot Maintenance (PDM) occurrences of this type. The input value will indicate that the next PDM of this type will occur a set number of months after the prior PDM and continue in this pattern until the cut-off retirement point.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT45: Duration for Engine (mth)

Definition: Duration in months of each Planned Depot Maintenance (PDM) occurrence of this type.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT46: Cut-off for Retire Engine (mths)

Definition: The number of months before an aircraft's retirement after which this type of PDM will no longer be performed.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT47: % to Organic for Engine (%)

Definition: The percentage of PDM work carried out at the Government Depot.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: Example - If 10 PDMs are done per year and a value of 80 is entered then 8 of the 10 PDMs will be done at a Government Depot.

MT48: Organic Cost Engine (\$/action)

Definition: The average cost of each PDM carried out at the Government Depot.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT49: Capacity organic for Engine (AC)

Definition: The maximum number of aircraft that may undergo PDM work at one time in the Government Depot.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for organic depot” checkbox is not checked.

MT50: % to Contractor for Engine (%)

Definition: The percentage of PDM work carried out at the Contractor Depot. This is a calculated value taking 100% minus the percentage performed at the Government Depot.

Data Source: calculated

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This input is calculated by OSCAM dependent on the input entered in MT47.

MT51: Contractor Cost for Engine (\$/action)

Definition: The average cost of each PDM carried out at the Contractor Depot.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT52: Capacity Contractor Engine (AC)

Definition: The maximum number of aircraft that may undergo PDM work at one time in the Contractor Depot.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for contractor depot” checkbox is not checked.

MT53: CLS Start Month for Engine (mth)

Definition: Time in months from introduction of the aircraft until the start of engine PDM Contractor Logistics Support (CLS).

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT54: CLS Duration for Engine (mths)

Definition: The total duration in months of the engine PDM Contractor Logistics Support (CLS).

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT55: Capacity CLS for Engine (AC)

Definition: The maximum number of aircraft that may undergo PDM Contractor Logistics Support (CLS) work at one time.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for CLS support” checkbox is not checked.

MT56: CLS Fixed Cost for Engine (\$/year)

Definition: Contractor Logistics Support fixed cost per year. This is paid regardless of the number of aircraft that go through PDM.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT57: CLS Cost for Engine (\$/action)

Definition: The average cost of each PDM carried out by PDM Contractor Logistics Support (CLS) above the fixed costs.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT58/MT73/MT88/MT103: Time of First for PDM1/2/3/Other (mth)

Definition: Time in months from introduction of the aircraft until the first Planned Depot Maintenance (PDM) of this type. PDMs are considered to be Scheduled Overhauls.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT59/MT74/MT89/MT104: Frequency for PDM1/2/3/Other (mths)

Definition: Time in months between Planned Depot Maintenance (PDM) occurrences of this type. The input value will indicate that the next PDM of this type will occur a set number of months after the prior PDM and continue in this pattern until the cut-off retirement point.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT60/MT75/MT90/MT105: Duration for PDM1/2/3/Other (mths)

Definition: Duration in months of each Planned Depot Maintenance (PDM) occurrence of this type.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT61/MT76/MT91/MT106: Cut-off Retire PDM1/2/3/Other (mths)

Definition: The number of months before an aircraft's retirement after which this type of PDM will no longer be performed.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT62/MT77/MT92/MT107: % to Organic for PDM1/2/3/Other (%)

Definition: The percentage of PDM work carried out at the Government Depot.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: Example - If 10 PDMs are done per year and a value of 80 is entered then 8 of the 10 PDMs will be done at a Government Depot.

MT63/MT78/MT93/MT108: Organic Cost PDM1/2/3/Other (\$/action)

Definition: The average cost of each PDM carried out at the Government Depot.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT64/MT79/MT94/MT109: Capacity Org for PDM1/2/3/Other (AC)

Definition: The maximum number of aircraft that may undergo PDM work at one time in the Government Depot.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for PDM 1/2/3/other” checkbox is not checked.

MT65/MT80/MT95/MT110: % to Contractor for PDM1/2/3/Other (%)

Definition: The percentage of PDM work carried out at the Contractor Depot. This is a calculated value taking 100% minus the percentage performed at the Government Depot.

Data Source: calculated

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This input is calculated by OSCAM dependent on the input entered in MT62/MT77/MT92/MT107.

MT66/MT81/MT96/MT111: Contractor Cost for PDM1/2/3/Other (\$/action)

Definition: The average cost of each PDM carried out at the Contractor Depot.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT67/MT82/MT97/MT112: Capacity Contractor PDM1/2/3/Other (AC)

Definition: The maximum number of aircraft that may undergo PDM work at one time in the Contractor Depot.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for contractor depot” checkbox is not checked.

MT68/MT83/MT98/MT113: CLS Start Month for PDM1/2/3/Other (mth)

Definition: Time in months from introduction of the aircraft until the start of PDM Contractor Logistics Support (CLS).

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: Values entered for CLS will override any information entered for General or Depot PDM/Overhaul during the CLS period.

MT69/MT84/MT99/MT114: CLS Duration for PDM1/2/3/Other (mths)

Definition: The total duration in months of the PDM Contractor Logistics Support (CLS).

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT70/MT85/MT100/MT115: Capacity CLS for PDM1/2/3/Other (AC)

Definition: The maximum number of aircraft that may undergo PDM Contactor Logistics Support (CLS) work at one time.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for CLS depot” checkbox is not checked.

MT71/MT86/MT101/MT116: CLS Fixed Cost for PDM1/2/3/Other (\$/year)

Definition: Contractor Logistics Support fixed cost per year. This is paid regardless of the number of aircraft that go through PDM.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT72/MT87/MT102/MT117: CLS Cost for PDM1/2/3/Other (\$/action)

Definition: The average cost of each PDM carried out by PDM Contactor Logistics Support (CLS) above the fixed costs.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

MT118: Emergency Cost (\$/AC/year) - simplified

Definition: Average emergency repair cost per aircraft per year. This is applied to all Active, Reserve, FRS, and Other aircraft, but not to Excess inventory or any aircraft that are out of service for any reason (e.g., the aircraft is in PDM).

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: This is the sum of VAMOSC ATMSR cost elements 3.6.1.1 Organic Aircraft Emergency Repair costs - Labor, 3.6.1.2

Organic Aircraft Emergency Repair Costs - Material, 3.6.1.3 Organic Aircraft Emergency Repair Costs - Other, and 3.6.2 Commercial Aircraft Emergency Repair Costs divided by the total number of aircraft.

MT119: Emergency Downtime (mths/AC/year) - simplified

Definition: Average downtime in months per aircraft due to emergency repair during the year. Fractions of months can be entered. This is applied to all Active, Reserve, FRS, and Other aircraft, but not to Excess inventory or any aircraft that are out of service for any reason (e.g., the aircraft is in PDM).

Data Source: assumption

Historical Dataset Methodology: Emergency downtime is assumed to be 1 month per aircraft per year.

MT120: Required Emergency Repairs (actions/1,000 hrs)

Definition: The rate of Emergency Repairs required to be undertaken at a Depot due to failures. Aircraft are out of service until repaired.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

MT121: Duration (mths)

Definition: Average duration in months of Emergency Repair work.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

MT122: Cut-off Retirement (mths)

Definition: The number of months before an aircraft's retirement after which Emergency Repair work will no longer be performed.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

MT123: % to Organic (%)

Definition: The percentage of Emergency Repair work carried out at the Government Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

NOTE: Example - If 10 Emergency repairs occur per year and a value of 80 is entered then 8 of the 10 Emergency Repairs will be done at a Government Depot.

MT124: Organic Cost (\$/action)

Definition: The average cost of each Emergency Repair carried out at the Government Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

MT125: Capacity Org (AC)

Definition: The maximum number of aircraft that may undergo Emergency Repair work at one time in the Government Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for organic depot” checkbox is not checked.

MT126: % to Contractor (%)

Definition: The percentage of Emergency Repair work carried out at the Contractor Depot. This is a calculated value taking 100% minus the percentage performed at the Government Depot.

Data Source: calculated

Historical Dataset Methodology: This is a calculated value.

NOTE: This is a calculated value based on input field MT123.

MT127: Contractor Cost (\$/action)

Definition: The average cost of each Emergency Repair carried out at the Contractor Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

MT128: Capacity Contractor (AC)

Definition: The maximum number of aircraft that may undergo Emergency Repair work at one time in the Contractor Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for contractor depot” checkbox is not checked.

MT129: CLS Start Month (mth)

Definition: Time in months from introduction of the aircraft until the start of Contractor Logistics Support (CLS) Emergency Repair work.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

NOTE: Values entered for CLS will override any information entered for General or Depot PDM/Overhaul during the CLS period.

MT130: CLS Duration (mths)

Definition: The total duration in months of the Contractor Logistics Support (CLS) Emergency Repair work.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

MT131: Capacity CLS (AC)

Definition: The maximum number of aircraft that may undergo Contactor Logistics Support (CLS) Emergency Repair work at one time.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for CLS depot” checkbox is not checked.

MT132: CLS Fixed Cost (\$/year)

Definition: Contractor Logistics Support fixed cost per year. This is paid regardless of the number of aircraft that go through CLS Emergency Repair.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

MT133: CLS Cost (\$/action)

Definition: The average cost of each Emergency Repair carried out by Contactor Logistics Support (CLS).

Data Source: N/A

Historical Dataset Methodology: Detailed emergency repair data is not populated in the historical datasets.

MT134: Engine Emergency Cost (\$/AC/year) (simplified)

Definition: Average emergency engine repair cost per aircraft per year. This is applied to all Active, Reserve, FRS, and Other aircraft, but not to Excess inventory or any aircraft that are out of service for any reason (e.g., the aircraft is in PDM).

Data Source: N/A

Historical Dataset Methodology: This input is not populated for the historical datasets.

MT135: Engine Emergency Downtime (mths/AC/year) (simplified)

Definition: Average downtime in months per aircraft due to emergency engine repair during the year. Fractions of months can be entered. This is applied to all Active, Reserve, FRS, and Other aircraft, but not to Excess inventory or any aircraft that are out of service for any reason.

Data Source: assumption

Historical Dataset Methodology: Emergency engine repair downtime is assumed to be 1 month per aircraft per year.

MT136: Engine Required Repairs (actions/1,000 hrs)

Definition: The rate of Emergency Engine Repairs required to be undertaken at a Depot due to failures. Aircraft are out of service until repaired.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

MT137: Engine Duration (mths)

Definition: Average duration in months of Emergency Engine Repair work.

Data Source: N/A

Historical Dataset Methodology: Detailed Emergency Engine Repair inputs are not populated in the historical datasets.

MT138: Engine Cut-off Retirement (mths)

Definition: The number of months before an aircraft's retirement after which Emergency Engine Repair work will no longer be performed.

Data Source: N/A

Historical Dataset Methodology: Detailed Emergency Engine Repair inputs are not populated in the historical datasets.

MT139: Engine % to Organic (%)

Definition: The percentage of Emergency Repair work carried out at the Government Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

NOTE: Example: If 10 Emergency repairs occur per year and a value of 80 is entered then 8 of the 10 Emergency Repairs will be done at a Government Depot.

MT140: Engine Organic Cost (\$/action)

Definition: The average cost of each Emergency Repair carried out at the Government Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

MT141: Capacity Org (AC)

Definition: The maximum number of aircraft that may undergo Emergency Repair work at one time in the Government Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for organic depot” checkbox is not checked.

MT142: % to Contractor (%)

Definition: The percentage of Emergency Repair work carried out at the Contractor Depot. This is a calculated value taking 100% minus the percentage performed at the Government Depot.

Data Source: calculated

Historical Dataset Methodology: This is a calculated field.

NOTE: This is a calculated field based on input MT139.

MT143: Contractor Cost (\$/action)

Definition: The average cost of each Emergency Repair carried out at the Contractor Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

MT144: Capacity Contractor (AC)

Definition: The maximum number of aircraft that may undergo Emergency Engine Repair work at one time in the Contractor Depot.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

NOTE 1: This input field is only accessible when the “unlimited capacity for contractor depot” checkbox is not checked.

NOTE 2: Values entered for CLS will override any information entered for General or Depot PDM/Overhaul during the CLS period.

MT145: CLS Start Month (mth)

Definition: Time in months from introduction of the aircraft until the start of Contractor Logistics Support (CLS) Emergency Repair work.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

MT146: CLS Duration (mths)

Definition: The total duration in months of the Contractor Logistics Support (CLS) Emergency Repair work.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

MT147: Capacity CLS (AC)

Definition: The maximum number of aircraft that may undergo Contactor Logistics Support (CLS) Emergency Engine Repair work at one time.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for CLS depot” checkbox is not checked.

MT148: CLS Fixed Cost (\$/year)

Definition: Contractor Logistics Support fixed cost per year. This cost is incurred regardless of the number of aircraft that go through CLS Emergency Repair.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

MT149: CLS Cost (\$/action)

Definition: The average cost of each Emergency repair carried out by Contactor Logistics Support (CLS) above the fixed costs.

Data Source: N/A

Historical Dataset Methodology: Detailed emergency engine repair inputs are not populated in the historical datasets.

MODERNIZATION TAB

MT150: Modernization Cost (\$/AC/year) (simplified)

Definition: The average cost per aircraft per year for modernization. This is a simplified input for the maintenance sector.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: This is the sum of the VAMOSC ATMSR 5.1.1 Modification Kit Spares and 5.1.2 Modifications Spares Cost cost elements divided by the total number of aircraft of a TMS reported in VAMOSC ATMSR.

MT151/MT162/MT173/MT184/MT195: Mod Start year Mod 1/2/3/4/5 (year)

Definition: Number of years after aircraft introduction until the start of this type of modernization. Aircraft that are introduced after this period are assumed to include the update.

Data Source: N/A

Historical Dataset Methodology: Detailed modernization data inputs are not populated in the historical datasets.

MT152/MT163/MT174/MT195/MT196: Mod Duration Mod 1/2/3/4/5 (mths)

Definition: Duration in months per aircraft for this type of modernization.

Data Source: N/A

Historical Dataset Methodology: Detailed modernization data inputs are not populated in the historical datasets.

MT153/MT164/MT175/MT186/MT197: Non-recurring Cost Mod 1/2/3/4/5 (\$)

Definition: This is a one time cost incurred when the first aircraft undergoes this type of modernization.

Data Source: N/A

Historical Dataset Methodology: Detailed modernization data inputs are not populated in the historical datasets.

MT154/MT165/MT176/MT187/MT198: Cost Mod 1/2/3/4/5 (\$/AC)

Definition: Cost per aircraft of performing this type of modernization.

Data Source: N/A

Historical Dataset Methodology: Detailed modernization data inputs are not populated in the historical datasets.

MT155/MT166/MT177/MT188/MT199: Capacity Mod 1/2/3/4/5 (AC)

Definition: Capacity constraint on the number of aircraft that can be in Modernization at any one time.

Data Source: N/A

Historical Dataset Methodology: Detailed modernization data inputs are not populated in the historical datasets.

NOTE: This input field is only accessible when the “unlimited capacity for modernization” checkbox is not checked.

MT156/MT167/MT178/MT189/MT200: Age Reduction Mod 1/2/3/4/5 (mths)

Definition: Effective reduction in an aircraft's age (in months) due to this type of modernization. This assumes that after this modernization an aircraft can be considered to be newer in nature than its actual age.

Data Source: N/A

Historical Dataset Methodology: Detailed modernization data inputs are not populated in the historical datasets.

NOTE: An input value of 60 with a modernization occurring when an aircraft is 10 years old will give the aircraft an effective age of 5 years.

MT157/MT168/MT179/MT190/MT201: Flying Hours Reduction Mod 1/2/3/4/5 (hrs)

Definition: The effective reduction in cumulative lifetime flying hours due to this type of modernization. This assumes that after a modernization an aircraft can be considered to be newer (i.e. less flying hours flown) in nature than its actual age.

Data Source: N/A

Historical Dataset Methodology: Detailed modernization data inputs are not populated in the historical datasets.

MT158/MT169/MT180/MT191/MT202: Labor Change Mod 1/2/3/4/5 (factor)

Definition: A factor to adjust (increase/decrease) the average number of hours required to perform O-and I-level unscheduled maintenance actions after this type of modernization occurs.

Data Source: default

Historical Dataset Methodology: Default value is 1.0

NOTE: An input value of .7 will decrease the labor hours required per O- and I-level unscheduled action by 30%.

MT159/MT170/MT181/MT192/MT203: Maintenance Change Mod 1/2/3/4/5 (factor)

Definition: A factor to adjust (increase/decrease) the average number of unscheduled maintenance actions arising after this type of modernization occurs.

Data Source: default

Historical Dataset Methodology: Default value is 1.0

NOTE: An input value of .7 will decrease the labor required per O- and I- level unscheduled action by 30%.

MT160/MT171/MT182/MT193/MT204: Depot Repair Cost Mod 1/2/3/4/5 (factor)

Definition: A factor to adjust (decrease/increase) the average cost of unscheduled repairs undertaken at the depot (or AVDLR costs for simplified unscheduled maintenance) after this type of modernization occurs.

Data Source: default

Historical Dataset Methodology: Default value is 1.0

NOTE: An input value of .7 will decrease the AVDLR costs by 30%.

MT161/MT172/MT183/MT194/MT205: Software Cost Mod 1/2/3/4/5 (factor)

Definition: A factor to adjust (decrease/increase) the average annual cost of software maintenance actions required after this type of modernization occurs.

Data Source: default

Historical Dataset Methodology: Default value is 1.0

NOTE: An input value of .7 will decrease the annual software maintenance costs by 30%.

TRAINING SECTOR

TR1: Pilot Cost (\$/person/year)

Definition: Training cost per pilot per year. These costs are applied to the number of new pilots in the squadron determined by the turnover rates defined in inputs PS51, PS67, PS83, PS97, and PS113.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

TR2: NFO Cost (\$/person/year)

Definition: Training cost per NFO per year. These costs are applied to the number of new flight officers in the squadron determined by the turnover rates defined in inputs PS53, PS69, PS85, PS99, and PS115.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

TR3: Enlisted Aircrew Cost (\$/person/year)

Definition: Training cost per enlisted aircrew per year. These costs are applied to the number of new aircrew in the squadron determined by the turnover rates defined in inputs PS55, PS71, PS87, PS101, and PS117.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

TR4: Officer Maintenance Cost (\$/person/year)

Definition: Training cost per officer maintainer per year. These costs are applied to the number of new maintenance officers in the squadron determined by the turnover rates defined in inputs PS57, PS73, PS89, PS103, and PS119.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

TR5: Enlisted Maintenance Cost (\$/person/year)

Definition: Training cost per enlisted maintainer per year. These costs are applied to the number of new enlisted maintainers in the squadron determined by the turnover rates defined in inputs PS59, PS75, PS91, PS105, and PS121.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

TR6: SEAOPDET Maintenance Cost (\$/person/year)

Definition: Training cost per SEAOPDET maintainer per year. These costs are applied to the number of new enlisted maintainers in the squadron determined by the turnover rates defined in inputs PS61, PS77, PS107, and PS123.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

TR7: Simulator Training Cost (\$/year)

Definition: Annual cost associated with operating and maintaining training simulators.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: This is the Average Annual VAMOSC ATMSR 4.2.1 Operational Training Costs cost element.

TR8: Crew Training Equipment (\$/year)

Definition: Annual cost associated with operating and maintaining crew training equipment.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

TR9: Maintenance Training Equipment (\$/year)

Definition: Annual cost associated with aviation maintenance training conducted by maintenance training detachments.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: This is the Average Annual VAMOSC ATMSR cost element 4.2.2 Maintenance Training Costs.

INDIRECT SUPPORT SECTOR

IN1: BOS Cost per Officer (\$/person/year)

Definition: Base Operating Support cost per officer in an Active, Full-time Reserve, FRS, or Other commands.

Data Source: COMET Active Component

Historical Dataset Methodology: Historic datasets use COMET model (all Navy Officer average of MPN and OMN Base Support and MPN and OMN Admin Activities).

IN2: BOS Cost per Enlisted (\$/person/year)

Definition: Base Operating Support cost per enlisted in an Active, Full-time Reserve, FRS, or Other command.

Data Source: COMET Active Component

Historical Dataset Methodology: Historic datasets use COMET model (all Navy enlisted average of MPN and OMN Base Support and MPN and OMN Admin Activities).

IN3: BOS Cost per Civilian (\$/person/year)

Definition: Base Operating Support cost per civilian in an Active, Full-time Reserve, FRS, or Other command.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

IN4: BOS Cost per Part-Time Officer (\$/person/year)

Definition: Base Operating Support cost per officer in a Part-time Reserve command.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

IN5: BOS Cost per Part-Time Enlisted (\$/person/year)

Definition: Base Operating Support cost per enlisted in a Part-time Reserve command.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

IN6: BOS Cost per Part-Time Civilian (\$/person/year)

Definition: Base Operating Support cost per civilian in a Part-time Reserve command.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

IN7: RPM Cost per Officer (\$/person/year)

Definition: Real Property Maintenance cost per Officer. This cost is not applicable to Navy/Marine Corps Part-time Reserve Forces.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

IN8: RPM Cost per Enlisted (\$/person/year)

Definition: Real Property Maintenance cost per Enlisted. This cost is not applicable to Navy/Marine Corps Part-time Reserve Forces.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

IN9: RPM Cost per Civilian (\$/person/year)

Definition: Real Property Maintenance cost per Civilian.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

IN10: PCS Cost per Officer (\$/person/year)

Definition: PCS cost per Officer per year applied to squadron operational and maintenance personnel. This cost is not applicable to Navy/Marine Corps Part-time Reserve Forces.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: This cost is the sum of the cost element 1.8 PCS costs in the VAMOSC Personnel universe for the representative squadrons used in the personnel sector divided by the total number of officer FTEs in the squadron.

IN11: PCS Cost per Enlisted (\$/person/year)

Definition: PCS cost per Enlisted per year applied to squadron operational and maintenance personnel. This cost is not applicable to Navy/Marine Corps Part-time Reserve Forces.

Data Source: VAMOSC Personnel Universe

Historical Dataset Methodology: This cost is the sum of the cost element 1.8 PCS costs in the VAMOSC Personnel universe for the representative squadrons used in the personnel sector divided by the total number of enlisted FTEs in the squadron.

IN12: Inst Support Non-pay (\$/person/year)

Definition: The cost for Installation Support Non-Pay is applied to all Active, Full-time Reserve, FRS and Other, Officer and Enlisted personnel in the model.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

IN13: Other Non-pay (\$/person/year)

Definition: The cost for Other Non-pay Costs (including DoD medical costs) applied to all Active, Full-time Reserve, FRS, and Other, Officer and Enlisted personnel in the model.

Data Source: COMET Active Component

Historical Dataset Methodology: Historical datasets are the average medical costs for the E5 and O3 from the COMET model. This includes: Other DoD Direct Medical, Other Dependent CHAMPUS, other Retired CHAMPUS, and Other DoD Dental Care.

OTHER SECTOR

OT1: Software Maintenance in Production (\$/year)

Definition: Software maintenance support cost per year during the production phase for the aircraft.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Historical datasets use VAMOSC ATMSR element 6.4.2 Program Related Engineering Costs, and assumes that the in production and post production costs are the same.

OT2: Software Maintenance post Production (\$/year)

Definition: Software maintenance support cost per year once the aircraft production phase is complete.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Historical datasets use VAMOSC ATMSR element 6.4.2 Program Related Engineering Costs, and assumes that the in production and post production costs are the same.

OT3: Sustaining Engineering Cost (\$/year)

Definition: The annual cost of providing continued systems engineering and program management oversight.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Historical datasets use VAMOSC ATMSR elements 6.1 Navy Engineering and Technical Services (NETS) and 6.2 Contractor Engineering Technical Services (CETS).

OT4: Start time (mths)

Definition: The number of months after first delivery that sustaining engineering begins. This cost is incurred until the last aircraft is retired.

Data Source: default

Historical Dataset Methodology: For historical datasets this value is 0 which assumes that sustaining engineering support begins immediately after the first aircraft is introduced.

OT5: PRL Cost in Production (\$/year)

Definition: An annual cost for system redesign of aircraft components or support equipment while the aircraft is still in production.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Historical datasets use VAMOSC ATMSR element 6.4.1 Program Related Logistics Costs, and assumes that the in production and post production costs are the same.

OT6: PRL Cost post Production (\$/year)

Definition: An annual cost for system redesign of aircraft components or support equipment once the aircraft production phase is complete.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Historical datasets use VAMOSC ATMSR element 6.4.1 Program Related Logistics Costs, and assumes that the in production and post production costs are the same.

OT7: Tech Data Cost in Production (\$/year)

Definition: Cost per year of maintaining and updating technical data while the aircraft is still in production.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Historical datasets use VAMOSC ATMSR 6.3 Publications costs, and assumes that the in production and post production costs are the same.

OT8: Tech Data Cost post Production (\$/year)

Definition: Cost per year of maintaining and updating technical data once the aircraft production phase is complete.

Data Source: VAMOSC ATMSR

Historical Dataset Methodology: Historical datasets use VAMOSC ATMSR cost element 6.3 Publications costs, and assumes that the in production and post production costs are the same.

OT9: O-level Additional Contractor Support (\$/year)

Definition: Additional Contractor Support cost per year incurred at the Organizational-Level.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

OT10: I-level Additional Contractor Support (\$/year)

Definition: Additional Contractor Support cost per year incurred at the Intermediate-Level.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

OT11: Depot Additional Contractor Support (\$/year)

Definition: Additional Contractor Support cost per year incurred at the Government Depot-Level.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

OT12: Other Additional Contractor Support (\$/year)

Definition: Any other Additional Contractor Support cost per year.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

OT13: Other Costs (\$/year)

Definition: Additional cost per year.

Data Source: N/A

Historical Dataset Methodology: This input is not populated in the historical datasets.

ACRONYM LIST

AC	Aircraft
AIMD	Aviation Intermediate Maintenance Depot
AIRRS	Aviation Inventory Readiness Reporting System
ATMSR	Aviation Type Model Series Report
AVDLR	Aviation Depot Level Repairables
BOS	Base Operating Support
CLS	Contractor Logistics Support
COMET	Cost of Manpower Estimating Tool
FICA	Federal Insurance Contributions Act
FRS	Fleet Readiness Squadron
FTE	Full-Time Equivalent
I-LEVEL	Intermediate Level Maintenance
LMDSS	Logistics Management Decision Support System
MALS	Marine Aviation Logistics Support
MALS AUG	MALS Augment
MCC	Monitored Command Code
MOS	Military Occupational Specialty
MTBR	Mean Time Between Repair
NAMSR+	Naval Aviation Maintenance Subsystem Reporting Plus
NAVAIR	Naval Aviation Command
NAVSUP	Naval Supply Command
NFO	Naval Flight Officer
O-LEVEL	Organization Level Maintenance
OPTEMPO	Operational Tempo
OSCAM	Operating & Support Cost Analysis Model
PCS	Permanent Change of Station
PDM	Planned Depot Maintenance
RPM	Real Property Maintenance
RUC	Reporting Unit Command
SEAOPDET	Sea Operational Detachment
TAD	Temporary Additional Duty
TEC	Type Equipment Code
TMS	Type/Model/Series
UIC	Unit Identification Code
VAMOSOC	Visibility & Management of Operating & Support Costs