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

18 December 2008

by

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Abstract

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

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

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I. Introduction

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

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

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

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

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

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

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

A. Defining the Issues

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

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

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

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

B. Overview

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

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

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

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

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

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

II. Project Background

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

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

A. Supply Chain Management

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

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

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

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

1. Set supply chain policies strategically,

2. Analyze trade-offs holistically, and

3. Employ cross-functional support systems (2003, p. 12).

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

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

B. Lean Six Sigma

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

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

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

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

C. Military Evolution

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

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

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

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

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

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

D. Pre-positioning in the Military

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

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

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

E. Increase Speed and Efficiency

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

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

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

III. Shipping Cost for Determining Pre-positioning

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

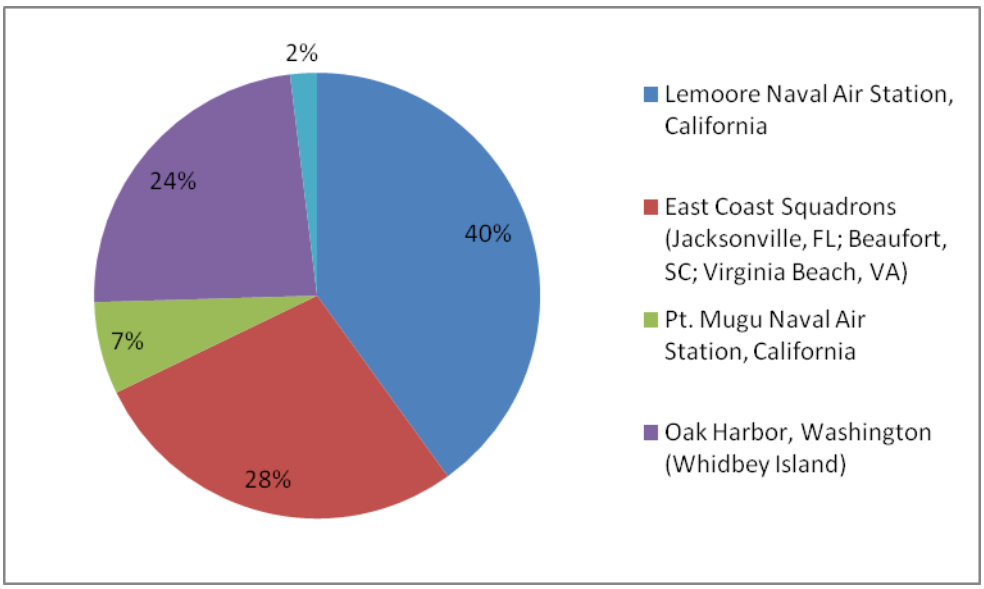

Figure 1. Percentage of Average Transportation Costs for West Cost Carriers during FY05-FY08.

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

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

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

A. Formulas

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

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

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

Formula 1: Base Year Dollar Conversion

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

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

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

Formula 2: Return on Investment Threshold

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

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

Formula 3: Inflation Rate Adjustment

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

B. Transportation

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

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

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

C. Individual Material Readiness List

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

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

D. Return on Investment

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

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

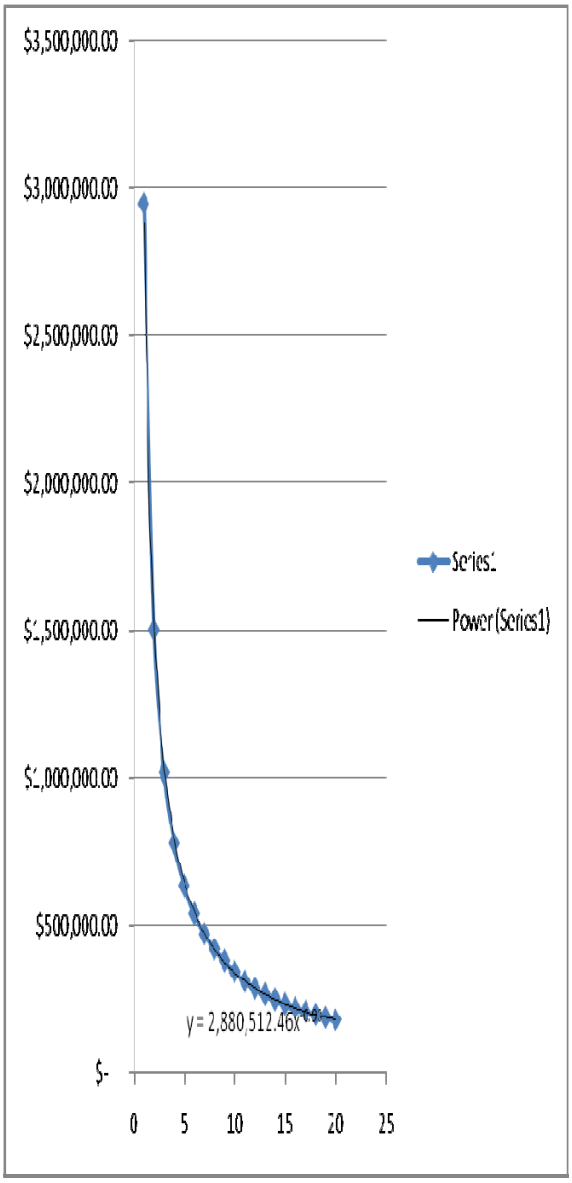

Figure 2. Chart of Return on Investment Thresholds to Purchase 1 Complete Super Hornet IMRL Outfit

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IV. Problems in Transportation Funding

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

A. Transportation Accounting Codes/Line of Accounting

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

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

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

B. Retention of Records, Reconciliation and Auditing

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

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

C. Program Manager and Training

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

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V. Truck Scheduling for Reduced Detention Charges

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

A. Detention & Scheduling Trucks

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

In keeping with the military's "hurry up and wait" mentality, requests for trucks often stipulate that those trucks be on the pier long before the aircraft carrier actually moors. In many instances, trucks often sit on the pier three to four hours before the carrier is ready to start the offload (Watson, 2008, September 26). This implies that, on average, there are 17 NAS Lemoore-bound trucks sitting on the pier not being utilized. The average “free loading” time is three hours before the trucking companies start assessing detention charges for not being on the road or for losing out on other potential opportunities because the current order is still unprocessed (Watson, 2008, September 26). Although these trucks are already contracted as exclusive use[1] and will be retained by the

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

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

B. Simulation

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

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

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

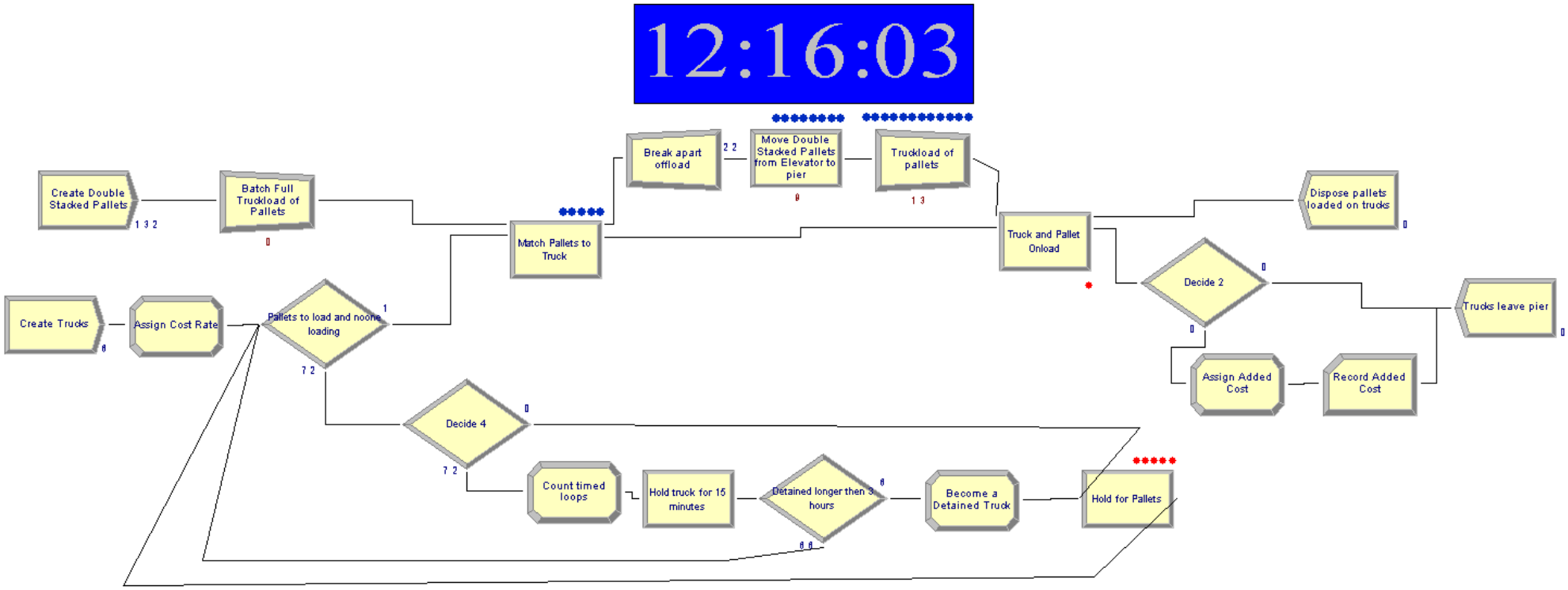

Figure 3. Current Approach to Conducting Business, Scenario 1

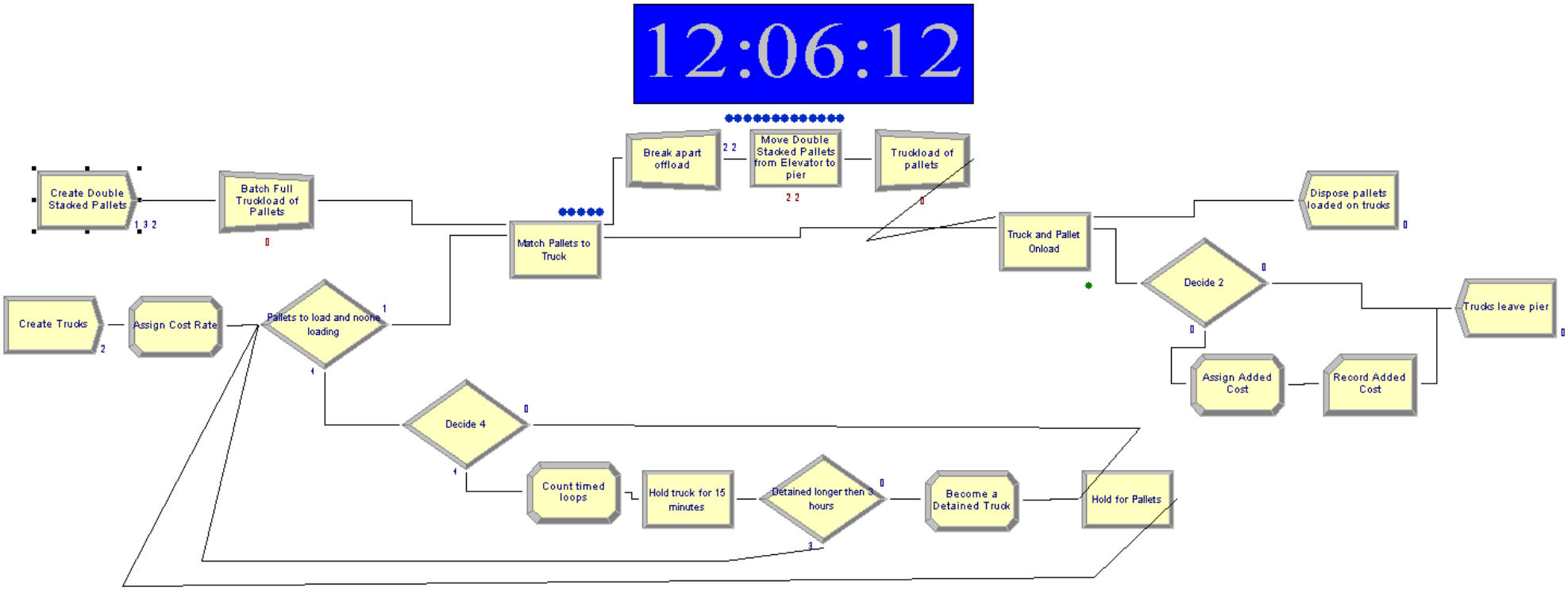

Figure 4. Proposed Approach to Conducting Business, Scenario 2

VI. Conclusion

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

A. Pre-positioning

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

B. Transportation Funding Allotment Process

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

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

C. Truck Scheduling Process and Detention Charges

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

D. Further Research

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

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

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

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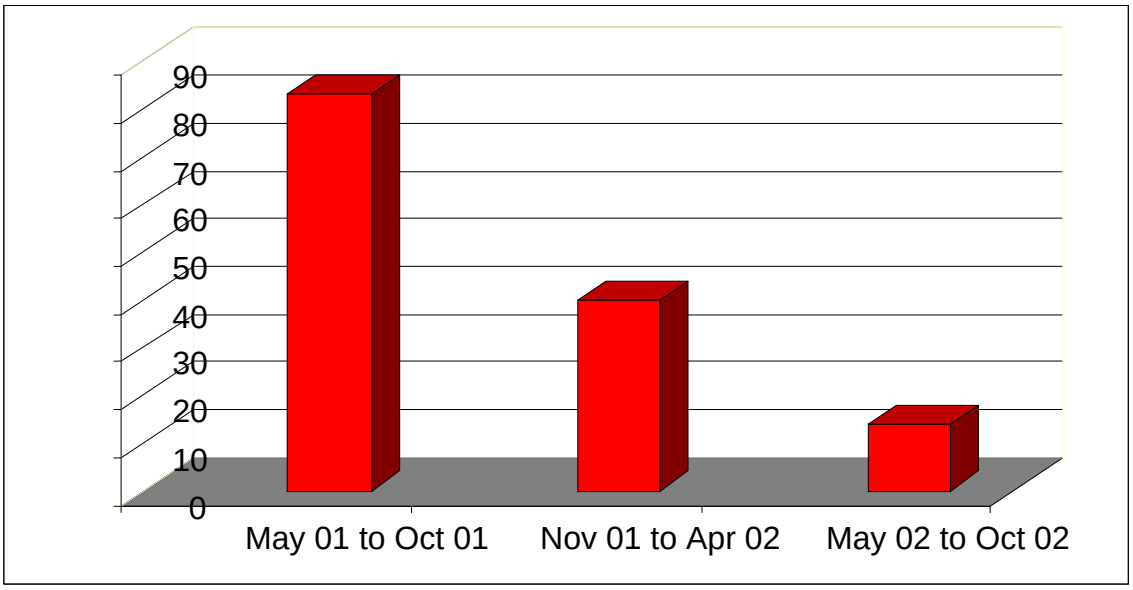
Appendix A: Reduced Engine Turnaround Time



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Appendix B: Chain Flow of TAC

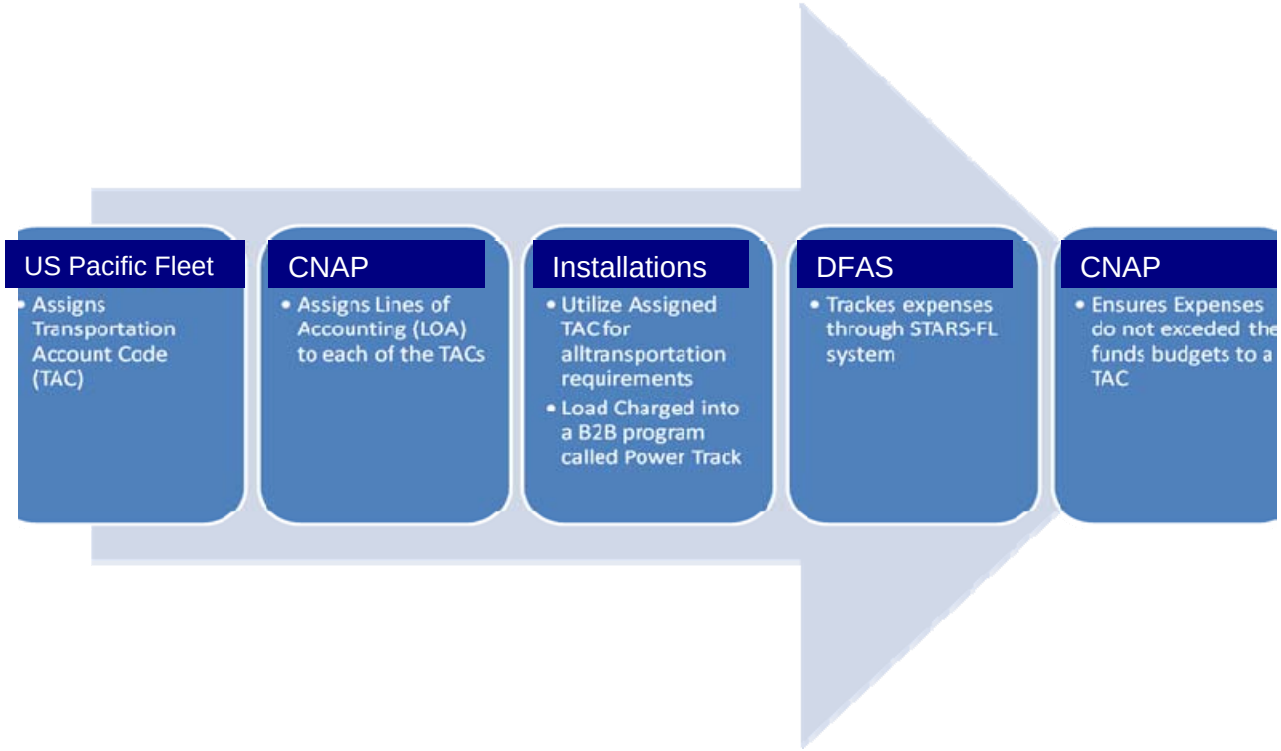

Table 1. Trucking Cost Data FY05 CVW-14 San Diego Off-load

(Watson, 2008, September 26)

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

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

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

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

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

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

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

Table 5. Trucking Cost Data FY05 CVW-2 San Diego Off-load

(Watson, 2008, September 26)

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

Table 6. Trucking Cost Data FY05 CVW-14 San Diego Off-load

(Watson, 2008, September 26)

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

Table 7. Trucking Cost Data FY05 CVW-2 San Diego Off-load

(Watson, 2008, September 26)

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

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

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

Table 9. Trucking Cost Data FY06 CVW-2 San Diego Off-load

(Watson, 2008, September 26)

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

Table 10. Trucking Cost Data FY06 CVW-14 San Diego Off-load

(Watson, 2008, September 26)

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

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

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

Table 12. Trucking Cost Data FY06 CVW-2 San Diego Off-load

(Watson, 2008, September 26)

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

Table 13. Trucking Cost Data FY06 CVW-14 San Diego Off-load

(Watson, 2008, September 26)

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

Table 14. Trucking Cost Data FY06 CVW-9 San Diego Off-load

(Watson, 2008, September 26)

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

Table 15. Trucking Cost Data FY06 CVW-2 San Diego Off-load

(Watson, 2008, September 26)

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

Table 16. Trucking Cost Data FY06 CVW-9 San Diego Off-load

(Watson, 2008, September 26)

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

Table 17. Trucking Cost Data FY07 CVW-11 San Diego Off-load

(Watson, 2008, September 26)

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

Table 18. Trucking Cost Data FY07 CVW-9 San Diego Off-load

(Watson, 2008, September 26)

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

Table 19. Trucking Cost Data FY07 CVW-14 San Diego Off-load

(Watson, 2008, September 26)

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

Table 20. Trucking Cost Data FY07 CVW-11 San Diego Off-load

(Watson, 2008, September 26)

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

Table 21. Trucking Cost Data FY07 CVW-11 San Diego Off-load

(Watson, 2008, September 26)

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

Table 22. Trucking Cost Data FY07 CVW-14 San Diego Off-load

(Watson, 2008, September 26)

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

Table 23. Trucking Cost Data FY07 CVW-2 San Diego Off-load

(Watson, 2008, September 26)

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

Table 24. Trucking Cost Data FY07 CVW-9 San Diego Off-load

(Watson, 2008, September 26)

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

Table 25. Trucking Cost Data FY07 CVW-11 San Diego Off-load

(Watson, 2008, September 26)

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

Table 26. Trucking Cost Data FY07 CVW-2 San Diego Off-load

(Watson, 2008, September 26)

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

Table 27. Trucking Cost Data FY08 CVW-11 San Diego Off-load

(Watson, 2008, September 26)

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

Table 28. Trucking Cost Data FY08 CVW-14 San Diego Off-load

(Watson, 2008, September 26)

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

Table 29. Trucking Cost Data FY08 CVW-2 San Diego Off-load

(Watson, 2008, September 26)

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

Table 30. Trucking Cost Data FY08 CVW-14 San Diego Off-load

(Watson, 2008, September 26)

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

Table 31. Trucking Cost Data FY08 CVW-17 San Diego Off-load

(Watson, 2008, September 26)

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

Table 32. Trucking Cost Data FY08 CVW-11 San Diego Off-load

(Watson, 2008, September 26)

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

Table 33. Trucking Cost Data FY08 CVW-9 San Diego Off-load

(Watson, 2008, September 26)

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

Table 34. Breakdown of Trucking Costs by Region/Location

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

Table 35. Current In-Use IMRL with Associated Costs

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

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

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

ITEM	PART NUMBER	NSN	CAGE	SERIAL NUMBER	NOMENCLATURE	PRICE
91	160016-1	UNK	91145	1	SOCKET,WRENCH,FACE SPANNER-	UNK
92	160336-1	4920-01-436-4140	47615	SSV206422	ACCESSORY SET,INTERFACE	$759.00
93	1696AS400	6625-01-429-9847	0BJ50	SVV101	GUN ELECTRICAL CIRCUIT TEST SET	$3,967.20
94	178AS1320	4920-00-106-7588	93953	PD5-7023-0001	ADAPTER, TEST - W3 U/W	$433.00
95	178AS1320	4920-00-106-7588	93953	PYB-280-2	ADAPTER, TEST - W3 U/W	$433.00
96	178AS1320	4920-00-106-7588	95692	PD5-7029-0001	ADAPTER, TEST - W3 U/W	$433.00
97	178AS300	4920-00-106-7587	2387	30	ADAPTER,TEST W-2	$374.00
98	178AS300	4920-00-106-7587	2387	31	ADAPTER,TEST W-2	$374.00
99	178AS300	4920-00-106-7587	2387	34	ADAPTER,TEST W-2	$374.00
100	178AS300	4920-00-106-7587	2387	35	ADAPTER,TEST W-2	$374.00
101	178AS310	4920-00-106-7586	2387	30	ADAPTER ASSEMBLY - W6	$627.00
102	178AS310	4920-00-106-7586	2387	29	ADAPTER ASSEMBLY - W6	$627.00
103	178AS310	4920-00-106-7586	2387	25	ADAPTER ASSEMBLY - W6	$627.00
104	178AS310	4920-00-106-7586	2387	26	ADAPTER ASSEMBLY - W6	$627.00
105	178AS535	4920-01-015-4772	2387	PD50022	ADAPTER, TEST W-30 U/W	$1,210.25
106	178AS535	4920-01-015-4772	51478	PD5076	ADAPTER, TEST W-30 U/W	$1,210.25
107	178AS535	4920-01-015-4772	66791	PE3-99228-074	ADAPTER, TEST W-30 U/W	$1,210.25
108	178AS535	4920-01-015-4772	66791	PE3-99228-076	ADAPTER, TEST W-30 U/W	$1,210.25
109	178AS890	4920-01-355-2015	2387	AE4230-1	ADAPTER ASSEMBLY W46 U/W	$13,001.00
110	178AS890	4920-01-355-2015	2387	PD5-07177-009	ADAPTER ASSEMBLY W46 U/W	$13,001.00
111	178AS910	6625-01-360-8185	2387	49	STRAY VOLTAGE TEST LEAD	$12,609.00
112	1876AS100-1	5520-01-301-9247	62212	PC4-463	GAUGE,FUEL ADAPTER	$337.00
113	2001MC	4920-01-092-7266	53526	472	FLUID MAKE-UP UNIT, LIQUID	$7,779.00
114	2001MC	4920-01-092-7266	53526	450	FLUID MAKE-UP UNIT, LIQUID	$7,779.00
115	2021AS244	4920-01-530-0201	2591	138	BREECH TOOL	$204.00
116	2021AS244	4920-01-530-0201	2591	139	BREECH TOOL	$204.00
117	206RB-1	3530-01-507-4081	90338	SHR1211594	SEWING MACHINE INDUSTRIAL	$1,088.80
118	207AS1000	4920-00-138-7090	2387	353	TEST SET, FUZE FUNCTION	$51,811.00
119	207AS1000	4920-00-138-7090	2387	459	TEST SET, FUZE FUNCTION	$51,811.00
120	2087301-01	4920-01-516-0746	0BVY1	755	PARTICLE COUNTER ASSY ,	$10,000.00

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Acquisition Management

- Acquiring Combat Capability via Public-Private Partnerships (PPPs)
- BCA: Contractor vs. Organic Growth
- Defense Industry Consolidation
- EU-US Defense Industrial Relationships
- Knowledge Value Added (KVA) + Real Options (RO) Applied to Shipyard Planning Processes
- Managing Services Supply Chain
- MOSA Contracting Implications
- Portfolio Optimization via KVA + RO
- Private Military Sector
- Software Requirements for OA
- Spiral Development
- Strategy for Defense Acquisition Research
- The Software, Hardware Asset Reuse Enterprise (SHARE) repository

Contract Management

- Commodity Sourcing Strategies
- Contracting Government Procurement Functions
- Contractors in 21st Century Combat Zone
- Joint Contingency Contracting
- Model for Optimizing Contingency Contracting Planning and Execution
- Navy Contract Writing Guide
- Past Performance in Source Selection
- Strategic Contingency Contracting
- Transforming DoD Contract Closeout
- USAF Energy Savings Performance Contracts
- USAF IT Commodity Council
- USMC Contingency Contracting

Financial Management

- Acquisitions via leasing: MPS case
- Budget Scoring
- Budgeting for Capabilities Based Planning
- Capital Budgeting for DoD
- Energy Saving Contracts/DoD Mobile Assets
- Financing DoD Budget via PPPs
- Lessons from Private Sector Capital Budgeting for DoD Acquisition Budgeting Reform
- PPPs and Government Financing
- ROI of Information Warfare Systems
- Special Termination Liability in MDAPs
- Strategic Sourcing
- Transaction Cost Economics (TCE) to Improve Cost Estimates

Human Resources

- Indefinite Reenlistment
- Individual Augmentation
- Learning Management Systems
- Moral Conduct Waivers and First-tem Attrition
- Retention
- The Navy's Selective Reenlistment Bonus (SRB) Management System
- Tuition Assistance

Logistics Management

- Analysis of LAV Depot Maintenance
- Army LOG MOD
- ASDS Product Support Analysis
- Cold-chain Logistics
- Contractors Supporting Military Operations
- Diffusion/Variability on Vendor Performance Evaluation
- Evolutionary Acquisition
- Lean Six Sigma to Reduce Costs and Improve Readiness

- Naval Aviation Maintenance and Process Improvement (2)
- Optimizing CIWS Lifecycle Support (LCS)
- Outsourcing the Pearl Harbor MK-48 Intermediate Maintenance Activity
- Pallet Management System
- PBL (4)
- Privatization-NOSL/NAWCI
- RFID (6)
- Risk Analysis for Performance-based Logistics
- R-TOC Aegis Microwave Power Tubes
- Sense-and-Respond Logistics Network
- Strategic Sourcing

Program Management

- Building Collaborative Capacity
- Business Process Reengineering (BPR) for LCS Mission Module Acquisition
- Collaborative IT Tools Leveraging Competence
- Contractor vs. Organic Support
- Knowledge, Responsibilities and Decision Rights in MDAPs
- KVA Applied to Aegis and SSDS
- Managing the Service Supply Chain
- Measuring Uncertainty in Eared Value
- Organizational Modeling and Simulation
- Public-Private Partnership
- Terminating Your Own Program
- Utilizing Collaborative and Three-dimensional Imaging Technology

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