SUPPORT RESOURCES DEMAND PARAMETERS - AIRCRAFT
PHASES I AND II PROGRESS REPORT.

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF RESEARCH AND DEVELOPMENT

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PAGES ______ ARE MISSING IN ORIGINAL DOCUMENT
This study report contains the progress of the first two phases of a three-phase research effort to develop more accurate measures and weightings to improve maintenance manpower and other resource requirement prediction for operational and emerging aircraft weapon systems. Phases I and II of this research effort consisted of a review of related studies; selection of a representative cross-section of aircraft and subsystems/equipments; identification of applicable parameters/variables; identification and acquisition of applicable input data; and analysis of selected aircraft subsystems/equipments for favorable relationships.

KEY WORDS

Aircraft Parameters
Data Analysis
Environmental Parameters
Equipment Selection
Experience Data
Failures
Flying Hours
Hardware Parameters
Maintenance Parameters
Operational Parameters
Predictions
Sorties
Support
Resources
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<td>Aircraft</td>
</tr>
<tr>
<td>AFB</td>
<td>Air Force Base</td>
</tr>
<tr>
<td>AFLC</td>
<td>Air Force Logistics Command</td>
</tr>
<tr>
<td>AFM</td>
<td>Air Force Manual</td>
</tr>
<tr>
<td>AFSC</td>
<td>Air Force Systems Command</td>
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<tr>
<td>AGE</td>
<td>Aerospace Ground Equipment</td>
</tr>
<tr>
<td>AMS</td>
<td>Avionics Maintenance Squadron</td>
</tr>
<tr>
<td>AMST</td>
<td>Advance Medium STOL Transport</td>
</tr>
<tr>
<td>APU</td>
<td>Auxillary Power Unit</td>
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<tr>
<td>ASSY</td>
<td>Assembly</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Training Command</td>
</tr>
<tr>
<td>AVG</td>
<td>Average</td>
</tr>
<tr>
<td>BAC</td>
<td>Boeing Aerospace Company</td>
</tr>
<tr>
<td>BCS</td>
<td>Boeing Computer Services</td>
</tr>
<tr>
<td>BLIS</td>
<td>Base Level Information System</td>
</tr>
<tr>
<td>BMW</td>
<td>Bomb Wing</td>
</tr>
<tr>
<td>DCM</td>
<td>Deputy Commander for Maintenance</td>
</tr>
<tr>
<td>DCO</td>
<td>Deputy Commander for Operations</td>
</tr>
<tr>
<td>DDC</td>
<td>Defense Documentation Center</td>
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<td>DLSIE</td>
<td>Defense Logistics Studies Information Exchange</td>
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<td>DOC</td>
<td>Document</td>
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<th>Abbreviation</th>
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<td>Field Maintenance Squadron</td>
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<td>Foreign Objects Damage</td>
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<td>FTW</td>
<td>Fighter Training Wing</td>
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<tr>
<td>GIDEP</td>
<td>Government-Industry Data Exchange Program</td>
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<tr>
<td>HF</td>
<td>High Frequency</td>
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<tr>
<td>HR</td>
<td>Hour</td>
</tr>
<tr>
<td>HSI</td>
<td>Horizontal Situation Indicator</td>
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<td>HRS</td>
<td>Hours</td>
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<td>HYD</td>
<td>Hydraulic</td>
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<tr>
<td>IFF</td>
<td>Identify Friend or Foe</td>
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<td>LAB</td>
<td>Laboratory</td>
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<tr>
<td>LB's</td>
<td>Pounds</td>
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<td>LRU</td>
<td>Line Replaceable Unit</td>
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<td>MAC</td>
<td>Military Airlift Command</td>
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<tr>
<td>MAINT</td>
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<td>Military Airlift Wing</td>
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<tr>
<td>MISC</td>
<td>Miscellaneous</td>
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<td>MMH</td>
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<td>MRD</td>
<td>Maintenance Resource Demand</td>
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<td>MTBF</td>
<td>Mean Time Between Failure</td>
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<td>NORM</td>
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<td>Not Operational Ready Supply</td>
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<td>Definition</td>
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<td>------------------------------------------------</td>
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<td>OR</td>
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</tr>
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<td>Organization</td>
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<td>O&amp;S</td>
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1.0 INTRODUCTION AND SCOPE

1.1 INTRODUCTION

This document presents the Phase I & II results of a study to seek ways of developing more accurate measures and weightings to improve resource requirement predictions for operational and emerging aircraft weapon systems. These improved measures can then be used on new aircraft programs to predict maintenance demands (human and material), for design tradeoff studies early in the system development process to reduce the overall weapon system life cycle cost and increase mission readiness.

The study plan was developed and because of the scope of the effort and allocated resources, the study was structured into three phases. Phase I was structured to study aircraft avionics and engine sub-system equipments. Phase II was structured to study the other remaining aircraft subsystems, such as: landing gear, hydraulic, fuel, etc. Phase III will consist of in-depth analysis of detected relationships and the development of an automated standardized parametric generating technology base for predicting logistics support requirements for use on new aircraft development programs. The information presented in this document describes the overall study and documents the Phase I & II efforts.

1.2 SCOPE

The scope of the work planned for the overall study effort encompasses the following activities;

1) Develop overall study plan;
2) Identify, obtain and review current publications;
3) Subsystem equipment selection;
4) Parameter identification;
5) Identify, obtain and process historical field experience data;
6) Data analysis/parameter prioritizing; and
7) Data automation and documentation
2.0 BACKGROUND

The Logistics Modeling and Input-Output Data Requirement (see References 1 through 4) constitutes a widely recognized Air Force system of computer modeling/analysis techniques designed to simulate the operations and support functions of current inventoried and new development aircraft within the DoD. These standard Air Force models, as called out in new requests for proposals, are used to predict manpower and material requirements of emerging weapon systems (i.e., E-3A, E-4A, AMST, etc.). The input parameters for such simulation are traditionally elements such as maintenance actions, failures and/or tasks based on sorties or flying hours. These measures, in some cases, may be totally irrelevant. Some irrelevant measures cause erroneous estimates of manpower and material support requirements. Implementation of these erroneous requirements wastes money and/or reduces system/subsystem readiness. For example, Figure 2.0-1 shows C-130E maintenance manhours consumption based on both flight hours and landings, and Table 2.0-1 reflects aircraft tire failures based on flying hours, sorties and landings. The problem is choosing which measure should be used in predicting maintenance manhours required to correct landing gear failures for a related but new landing gear subsystem. This problem is similar for most types of hardware whether mechanical or electrical/electronic. Another problem with the traditional flight hour measure is that it is insensitive to operational and environmental conditions. For example, in current practice, wide swings in flying hours result in wide swings in maintenance manhours/flight hour measures when in reality, the maintenance resource load hardly varies (Reference 5). Also, there is the environmental/weather impact on maintenance, which may be relatively unrelated to the flying hour or sortie measure.

The need for more accurate means to predict maintenance manpower and material resource requirements and costs for new systems is well documented. See References 6 through 12.
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*Failure rates listed in descending order.*
3.0 STUDY OBJECTIVE

The general objective of this research project is to develop more accurate measures and weightings to improve the manpower and other resource requirement predictions for operational and emerging aircraft weapon systems. These improved measures can then be used on new aircraft programs to predict maintenance demand rates for design tradeoff studies early in the system development process to reduce life cycle costs and increase aircraft mission readiness. Specifically the study objectives were to:

(1) During Phase I review related studies; select a representative cross-section of aircraft and subsystems/equipments; identify the applicable parameters/variables; acquire the data and analyze the avionics and engine subsystems for favorable relationships.

(2) During Phase II continue to analyze the favorable relationships on the avionics and engine subsystems while acquiring data and analyzing the other non-electronic or engine aircraft subsystems for additional favorable relationships.

(3) During Phase III the next step is to perform in-depth analysis of the detected relationships developed in Phases I and II and develop estimating models/equations for both single and composite parameter data sets. These equations and formulas will then be automated in a standardized parametric generating technology base for predicting logistic support requirements for use on new aircraft development programs.
4.0 DETAILS OF THE STUDY

The following sections provide the details of the study application and approach and presents the Phase I results, conclusions, recommendations, and supporting data.

4.1 STUDY PLAN - TASK I

Application of the chosen approach required the selection of a study subject population; the selection of representative equipments/equipment characteristics for analysis; the selection of the various parameters; the development of data normalization strategy; refinement of existing computer programs to ease the data manipulation workloads; the extraction of appropriate study data; and the integration, manipulation, and analysis of the foregoing elements to obtain meaningful relationships. There are two unique features to the plan for conducting the study:

(1) Make use of the great amount of documents, papers, research reports, studies and actual aircraft field operational and maintenance data already on hand within the Boeing Aerospace Company Experience Analysis Center.

(2) Make use of a unique Boeing developed data manipulating and crossplotting computer program which facilitates the rapid screening and testing of large numbers of variable combinations for possible casual relationships. This program contains data normalizing subroutines which can be used to identify and highlight subtle relationships among variables which might otherwise be missed.

4.1.1 General Approach

The general approach to satisfying the study objective of developing more accurate measures and weightings to improve the manpower and other support resource requirement predictions for operational and emerging aircraft weapon systems is illustrated by the macro level task flow diagram of Figure 4.1.1-1. This approach is an overview of the entire study that will result in an organized and prioritized body of decision criteria and parameters that may be used by logistics managers, supervisors, technicians, and other decision makers in the process of predicting resource demand rates for operational and new emerging aircraft weapon systems.

The fundamental approach for the overall study is to identify, acquire and analyze actual data gathered on selected hardware from a cross-section of Air Force aircraft. Consideration of the time and study resources available required the study to be structured into three phases to be completed sequentially. Phases I and II were accomplished and the results are contained in this document and Phase III is planned for follow-on research.
The following subtasks were planned and accomplished during Phase I:

**Task I - Develop Overall Study Plan**

(a) Develop general approach  
(b) Develop project schedules  
(c) Identify data requirements  
(d) Develop key word list for STINFO search

**Task II - Identify, Obtain and Review Current Publications**

(a) Request STINFO search  
(b) Identify, obtain and review applicable documentation  
(c) Construct data file, categories and elements  
(d) Develop data file compendium

**Task III - Subsystem Equipment Selection**

(a) Identify candidate aircraft for which data is available  
(b) Develop aircraft subsystem equipment selection criteria  
(c) Identify (by matrices) subsystem equipment applications by type aircraft  
(d) Select subsystem/equipment item candidates to be studied

**Task IV - Parameter Identification**

(a) Identify potential impact parameters  
   (1) Maintenance  
   (2) Hardware  
   (3) Operational  
   (4) Environmental  
   (5) Aircraft general characteristics  

(b) Construct parameter input data lists for computerized analysis  
   (1) Maintenance  
   (2) Hardware  
   (3) Operational  
   (4) Environmental  
   (5) Aircraft general characteristics
Task V - Identify, Obtain and Process Historical Field Experience Data - Avionics and Engine Subsystems

(a) Identify data elements and categories
(b) Identify and screen data from in-house or other known sources
(c) Obtain and process data for analysis using existing data processing programs when possible
(d) Enter applicable data into the data file developed in Task II

Task VI - Data Analysis/Parameter Prioritizing - Avionics and Engine Subsystems

(a) Evaluate equipment/parameter selection and formulate collected data
(b) Apply "PKING" data manipulation program to the equipment/parameter source data and produce scatterplots
(c) Visually screen output scatterplots to detect likely parametric relationships

The following subtasks were planned and accomplished during Phase II:

Task III - Subsystem Equipment Selection

(a) Select other aircraft subsystem equipment candidates to be studied, such as; landing gear, hydraulic, fuel, etc.

Task IV - Parameter Identification - Other Aircraft Subsystems

(a) Identify potential impact parameters
   (1) Maintenance
   (2) Hardware
   (3) Operational
   (4) Environmental
   (5) Aircraft general characteristics

(b) Construct parameter input data lists for computerized analysis
   (1) Maintenance
   (2) Hardware
   (3) Operational
   (4) Environmental
   (5) Aircraft general characteristics
Task V - Identify, Obtain and Process Historical Field Experience Data - Other Aircraft Subsystems

(a) Identify data elements and categories
(b) Identify and screen data from in-house or other known sources
(c) Obtain and process data for analysis using existing data processing programs when possible
(d) Enter applicable data into the data file developed in Task II

Task VI - Data Analysis/Parameter Prioritizing - Other Aircraft Subsystems

(a) Evaluate equipment/parameter selection and formulate collected data
(b) Apply "PKING" data manipulation program to the equipment/parameter source data and produce scatterplots
(c) Visually screen output scatterplots to detect likely parametric relationships
(d) Apply regression analysis to suspected relationships
(e) Rank order relationships for strength of correlation

The following subtask is planned for follow-on during Phase III:

Task VII - Evaluation, Automation, and Documentation

(a) Perform in-depth analysis/evaluation of detected relationships developed during Phases I and II
(b) Automate the actual relationships (equations and formulas) during the in-depth analysis process
(c) Document results

4.1.2 Study Schedule and Milestones

The overall study schedule and major milestones are presented in Figure 4.1.2-1. The Phase I - 1978 portion reflects the schedule and study accomplishments for the calendar year 1978 and the Phase II - 1979 portion reflects the schedule and study accomplishments for the calendar year 1979. The Phase III portion shows the planned schedule and milestones for calendar years 1980 - 1981.
## Figure 4.1.2-1 Overall Study Schedule and Milestones

| TASK | ACTIVITY                                      | J | F | M | A | N | J | J | A | S | O | N | D | J | F | M | A | N | J | J | A | S | O | N | D |
| 1    | DEVELOP STUDY PLAN                            |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 2    | IDENTIFY, OBTAIN, AND REVIEW CURRENT PUBLICATIONS | |   | |   | |   | |   | |   | |   | |   | |   | |   | |   | |   | |   | |   | |
| 3    | SUBSYSTEM EQUIPMENT SELECTION                 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 4    | PARAMETER IDENTIFICATION                      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 5    | IDENTIFY, OBTAIN AND PROCESS HISTORICAL DATA  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 6    | DATA ANALYSIS                                 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|      | SUMMARY RESULTS                               |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |

AVIONICS AND ENGINE SUBSYSTEMS/EQUIPMENT:
- PLAN COMPLETE
- SEARCH REVIEW DATA FILE COMPLETE
- IDENTIFY DEVELOP IDENTIFY SELECT AIRCRAFT CRITERIA SUBSYSTEMS EQUIPMENTS
- IDENTIFY IMPACT PARAMETERS DEVELOP INPUT DATA
- IDENTIFY DATA ELEMENTS OBTAIN REQUIRED DATA DATA PROCESSING COMPLETE
- FORMULATE INPUT DATA

OTHER SUBSYSTEMS/EQUIPMENT:
- IDENTIFY SUBSYSTEMS SELECT EQUIPMENTS
- IDENTIFY ADDITIONAL IMPACT PARAMETERS
- OBTAIN/DEVELOP ADDITIONAL DATA
- APPLY "PRED" REGRESSION ANALYSIS RANK RELATIONSHIPS FORMULATE INPUT DATA REGRESSION ANALYSIS
- CONTINUE PHASE I SCREEN SCATTER PLOTS DEVELOP RANK AND SCREEN RELATIONSHIP SCATTER PLOTS SHIPS
- PROGRESS REPORT

**Figure 4.1.2-1 Overall Study Schedule and Milestones**
FIGURE 4.1.2-1 OVERALL STUDY SCHEDULE AND MILESTONES (CONT)
4.2 IDENTIFY, OBTAIN, AND REVIEW CURRENT PUBLICATIONS - TASK II

A review of related research and/or descriptive studies, for the past ten years, published about aircraft weapon system maintenance causes and measures/ rates of occurrences was conducted. This task was divided into subtasks as reflected on the Task II activity flow depicted in Figure 4.2-1.

4.2.1 STINFO Search

The initial step of Task II began with a STINFO (Scientific and Technical Information) search. This study related information search was conducted through the Boeing Aerospace Company - Kent Library, and covered such repositories as reflected in Figure 4.2.1-1.

4.2.2 Identify, Obtain, Screen, and File Applicable Documentation

The STINFO search described above provided various computer listings and other types of indexes that were screened for applicable publications/literature. Over 1,200 abstracts were screened and well over 300 documents were obtained and reviewed for their direct application to this research study, and over 100 of these were retained for entry into the research data bank as reflected in Figure 4.2.1-1. Reference the Bibliography in this document for a list of the documents/articles retained within the study data bank.

4.3 SUBSYSTEM EQUIPMENT SELECTION - TASK III

In order to scope the study to the resources and time available, the subject aircraft and subsystem equipments were limited to a representative selection of Air Force aircraft currently in inventory for which current adequate operational data was available. The subsystem equipment selection task was then divided into a set of subtasks sequentially organized as presented in Figure 4.3-1. The selection process as depicted in Figure 4.3-1 resulted in the selection of a representative sample of aircraft and specific subsystem equipments to be studied. These equipment samples were used as the subjects of our parametric maintenance resource demand analysis described below in Tasks IV, V, and VI. They were selected to represent a wide variation in equipment types, design technology, parts size, types, and operational and environmental conditions. The following discussion details the approach and subsystem equipment selection process.
REQUEST STINFO SEARCH → REVIEW STINFO SEARCH OUTPUTS → OBTAIN SELECTED PUBLICATIONS → REVIEW LITERATURE → EITHER OR

DATA REJECTED AS NOT APPLICABLE TO STUDY → CONSTRUCT DATA FILE CATEGORIES AND ELEMENTS

SOURCES/INDEXES
- BOEING LIBRARIES
- BOEING EAC
- DDC
- DLSIE
- OTHER

SOURCES/DOCUMENTATION
- BOEING LIBRARIES
- BOEING EAC
- DDC
- DLSIE
- OTHER

ENTER PUBLICATION DATA INTO FILE

PRODUCE DATA COMPENDIUM FOR FOLLOW-ON TASKS

FIGURE 4.2-1 TASK II ACTIVITY FLOW - IDENTIFY OBTAIN AND REVIEW CURRENT PUBLICATIONS
FIGURE 4.2.1-1 STINFO SEARCH PROCESS
FIGURE 4.3-1 TASK III ACTIVITY FLOW - SUBSYSTEM EQUIPMENT SELECTION
4.3.1 Identify Candidate Aircraft

A preliminary list of candidate aircraft was compiled considering the following preliminary criteria:

1. Representative aircraft of various types currently in the Air Force inventory, i.e. bomber, cargo/transport, fighter, trainer, and attack.
2. Wide range of operational usage and different environments represented by the selected aircraft, i.e. different missions and operating locations across various types of aircraft.
3. Wide range of avionic subsystems and engine applications with different complexity, packaging, and maturity represented within the selected aircraft.
4. Substantially complete current AFM 66-1 data histories available for the selected aircraft.

The list of candidate aircraft originally compiled consisted of 15 different types of aircraft and after applying the above mentioned preliminary aircraft selection criteria the list was narrowed down to seven different types of aircraft being selected. Table 4.3.1-1 presents the selected aircraft in terms of aircraft type, model, series, dates of current AFM 66-1 data available and processed, command, total fleet flight hours, and aircraft utilization.

As shown in Table 4.3.1-1, the T-38A trainer was the only aircraft included for which the basic AFM 66-1 data was not already available within Boeing Experience Analysis Center and it was scheduled for acquisition in support of a contract study effort.

4.3.2 Identify Aircraft Subsystem equipment Selection Criteria

The initial subsystem equipment selection criteria was developed early in the study and was expanded on during the accomplishment of Task II - review of current publications. The selection criteria that was utilized during the actual subsystem equipment selection process was as follows:

1. Equipment selected should be functionally representative of a wide cross-section of aircraft applications and use environments.
2. Equipment selected should represent a wide variation in type, i.e. design technology (new-old), electrical/mechanical, parts count/complexity, maturity states, testability, and usage.
3. Packaging and design technology must be projectable into the future to prevent obsolete technology from unduly biasing statistical relationships which will be used for future predictions.
<table>
<thead>
<tr>
<th>AIRCRAFT</th>
<th>TYPE</th>
<th>MODEL</th>
<th>SERIES</th>
<th>DATES OF AFM 66-1 DATA TO BE USED (ALL CONUS DATA)</th>
<th>DATA ALREADY PROCESSED BY BOEING</th>
<th>COMMAND</th>
<th>TOTAL NO. ACFT.</th>
<th>TOTAL FLYING HOURS</th>
<th>UTIL. ACFT./MO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bomber</td>
<td></td>
<td>B-52</td>
<td>G</td>
<td>Jan - Dec 1977</td>
<td>Yes</td>
<td>SAC</td>
<td>158</td>
<td>65,643</td>
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<tr>
<td></td>
<td></td>
<td>FB-111</td>
<td>A</td>
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<td>Yes</td>
<td>SAC</td>
<td>56</td>
<td>17,655</td>
<td>26.27</td>
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<tr>
<td>Cargo/Trans-</td>
<td></td>
<td>C-141</td>
<td>A</td>
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<td>Yes</td>
<td>MAC</td>
<td>225</td>
<td>293,636</td>
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<tr>
<td>ports</td>
<td></td>
<td>KC-135</td>
<td>A</td>
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<td>Yes</td>
<td>SAC</td>
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<td>136,590</td>
<td>26.59</td>
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<td>Trainer</td>
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<td>Yes</td>
<td>TAC</td>
<td>38</td>
<td>16,069</td>
<td>35.24</td>
</tr>
</tbody>
</table>
(4) Equipment must be mature enough for data samples to be taken beyond the learning curve period, yet include relatively new and old equipment.

(5) Equipment must have a statistically valid population of operational units in use.

(6) The equipment must have sufficient historical data available within Boeing sources for valid analysis.

(7) Equipment selected should represent a significant percentage of the total maintenance resources expenditure demands, i.e. maintenance manhours, failures, removals, costs, etc.

(8) Equipments should be of a nature for which factors other than just flying hours may contribute to their reliability/maintainability characteristics.

4.3.3 Identify Subsystem/Equipment Applications By Type Aircraft

The next logical process was to develop an aircraft versus subsystem application matrix for all aircraft subsystems. This was accomplished by detail review of each system in the applicable aircraft work unit code (-06) technical orders. Table 4.3.3-1 reflects the 476 Phase I (Avionic and Engine Subsystems) and Table 4.3.3-2 reflects the 468 Phase II (Other Subsystems) considered for further study. In order to reduce this large amount of subsystems down to a manageable number of subsystem equipments, those systems with a small number of subsystems and systems that showed up on less than five of the seven study aircraft were dropped out. In addition, subsystem equipments that could not satisfy the criteria of having functional equivalent equipments across at least five aircraft were also eliminated.

4.3.4 Select Subsystem Equipments

Utilizing the subsystem functional grouping matrices, the following sequential step by step subsystem equipment selection process was accomplished:

(1) Identified and listed all work unit codes (at the four and five digit level), for each of the subsystem equipment functional groupings.

(2) Totaled the number of failures reported against each of the work unit codes identified in step 1 above, from the Boeing processed AFM 66-1 data listings for each aircraft.

(3) Computed what percentage of the subsystem equipment functional grouping total failures each appropriate individual work unit code represents.
<table>
<thead>
<tr>
<th>SYSTEM NUMBER</th>
<th>SYSTEM NAME</th>
<th>F-15A</th>
<th>B-52G</th>
<th>FB-111A</th>
<th>C-141A</th>
<th>KC-135</th>
<th>T-38</th>
<th>A-10</th>
<th>TOTAL</th>
</tr>
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<td>23</td>
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<td>2</td>
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<td>T-38A</td>
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(4) Selected the work unit code(s) in each subsystem functional grouping that represent the drivers of the total subsystem functional grouping failures.

Table 4.3.4-1 shows 75 individual equipments that were selected from 11 avionic and engine subsystems considered on the seven aircraft during Phase I and Table 4.3.4-2 shows 187 individual equipments that were selected from 18 other subsystems considered on the seven aircraft during Phase II. This represents a total of 262 individual equipments, 29 aircraft subsystems, and seven different types of aircraft being selected for the study.

It should be noted here that all of the engine subsystems were rolled up to the two digit level of the work unit code structure and the complete propulsion system was considered as one equipment item on each aircraft. In other cases within the seven aircraft, the work unit codes of items selected ranged from the three digit level down to the five digit level. Below the two digit level of the work unit code structure there is no consistency or uniformity between aircraft, i.e. each individual aircraft has its own work unit code structure as outlined in the applicable aircraft work unit code (-06) technical order.

4.4 PARAMETER IDENTIFICATION - TASK IV

The identification process for potential Maintenance, Hardware, Operational, Environmental, and Aircraft General parameters associated with the applicable subsystem equipments selected during Task III is reflected in Figure 4.4-1.

The investigation and identification of appropriate parameters relied heavily upon the previous work conducted during Task II - Review of Related Publications and Task III - Subsystem Equipment Selections. These related studies and other information, as reflected in the attached bibliography, were reviewed and a detail list of potential parameters were identified. The list of compiled parameters was then screened and actual computer program input data variables/measures were developed for each parameter within the major categories, i.e. (1) Maintenance Resource Demand, (2) Maintenance, (3) Hardware (Equipment), (4) Operational, (5) Environmental, and (6) Aircraft General.

Overall 155 different parameters were developed for use in Task VI - "Data Analysis and Parameter Prioritizing". The number of individual parameters by category was as follows:
<table>
<thead>
<tr>
<th>TABLE 4.3.4-1 SELECTED SUBSYSTEM EQUIPMENT ITEMS WITHIN FUNCTIONAL GROUPINGS BY AIRCRAFT TYPE</th>
<th>F-15A</th>
<th>B-52H</th>
<th>FB-111A</th>
<th>C-141A</th>
<th>KE-135A</th>
<th>Y-30A</th>
<th>A-10A</th>
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</table>

1. Propulsion
2. Flight Indicators
3. Air Data System
4. HUD
5. Auto Pilot
6. UHF
7. VHF
8. Radio Nav-Recceivers
9. Radio Nav-Coms
10. Radio Nav-Attitude Heading
11. Rudder
### TABLE 4.3.4-2 SELECTED SUBSYSTEM EQUIPMENT ITEMS WITHIN FUNCTIONAL GROUPINGS
**BY AIRCRAFT TYPE - PHASE II (AIRCRAFT GENERAL SUBSYSTEMS)**

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<td>OPMD/A/FIE</td>
<td>OPMD/A/FIE</td>
<td>OPMD/A/FIE</td>
<td>OPMD/A/FIE</td>
</tr>
<tr>
<td>4/AA</td>
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<td>4912A</td>
<td>4912A</td>
<td>4912A</td>
<td>4912A</td>
<td>4912A</td>
<td>4912A</td>
</tr>
<tr>
<td>4/AA</td>
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<td>4913A</td>
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<td>4913A</td>
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<td>4913A</td>
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<tr>
<td>4/AA</td>
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<td>4914A</td>
<td>4914A</td>
<td>4914A</td>
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<td>4915A</td>
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<tr>
<td>4/AA</td>
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<td>4916A</td>
<td>4916A</td>
<td>4916A</td>
<td>4916A</td>
<td>4916A</td>
<td>4916A</td>
</tr>
</tbody>
</table>

TABLE 4.3.4-2: SELECTED SUBSYSTEM EQUIPMENT ITEMS WITHIN FUNCTIONAL GROUPINGS BY AIRCRAFT TYPE - PHASE II (AIRCRAFT GENERAL SUBSYSTEMS)
These individual parameters, including the parameter name, type, and units of measure are discussed in detail in paragraph 4.6.1 below.

4.5 IDENTIFY, OBTAIN, AND PROCESS HISTORICAL FIELD EXPERIENCE DATA - TASK V

This task was by far the most critical and significant for this phase of the study. Without adequate and correct data, the remaining tasks would be less meaningful as would any analysis effort. Therefore, additional emphasis was placed on this task to ensure the accomplishment of the objectives.

The total task was logically divided into three distinct Sub-Tasks; a) Identification, b) Acquisition, and c) Integration. Figure 4.5-1 depicts the flow of Task V activities.

4.5.1 Data Identification

The identification of data sources/agencies and types of data available covered three primary areas; a) Air Force Agencies, b) Operating Wings, and c) EAC Historical Data Files. Table 4.5.1-1, "Data Sources and Agencies" lists the agency or base, geographical location; specific office or wing from which data was obtained, and the general type of data available. The various categories of information required and detail data elements were established in the proceeding task.

4.5.2 Data Acquisition

This section describes the data acquisition procedure including on-site surveys. It is included here to acquaint the reader with the technique involved and some of the problems encountered in this type of activity. However, it should be noted that all data used in this study was acquired through official channels and approved on-site visits in conjunction with various Boeing in-house contracted activities, and was made available in the Experience Analysis Center for this study.
FIGURE 4.5-1 TASK V ACTIVITY FLOW - IDENTIFY, OBTAIN AND PROCESS HISTORICAL FIELD EXPERIENCE DATA
<table>
<thead>
<tr>
<th>AGENCY/BASE</th>
<th>LOCATION</th>
<th>OFFICE SYMBOL/FUNCTION OR WING</th>
<th>TYPE OF DATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Force Logistics Command</td>
<td>Wright-Patterson AFB,</td>
<td>ACVMP - Inventory, Status and Performance Branch</td>
<td>D056B</td>
</tr>
<tr>
<td></td>
<td>Ohio</td>
<td>LORRA - Analysis Branch DCS/Logistics Operations</td>
<td>G033B</td>
</tr>
<tr>
<td>Air Weather Service(MAC)</td>
<td>Scott AFB, Illinois</td>
<td>ETAC/DO - Director Operations</td>
<td>C-4, B-4</td>
</tr>
<tr>
<td>Environmental Technical Applications</td>
<td></td>
<td></td>
<td>D097</td>
</tr>
<tr>
<td>Center (ETAC)</td>
<td></td>
<td></td>
<td>D041</td>
</tr>
<tr>
<td>Myrtle Beach AFB</td>
<td>Myrtle Beach, S. C.</td>
<td>354th TFW</td>
<td>Weather Parameters</td>
</tr>
<tr>
<td>Fairchild AFB</td>
<td>Spokane, WA</td>
<td>92nd BMW</td>
<td>Climatic Briefs</td>
</tr>
<tr>
<td>Plattsburgh AFB</td>
<td>Plattsburgh, N. Y.</td>
<td>380th BMW</td>
<td>Monthly Summaries</td>
</tr>
<tr>
<td>Luke AFB</td>
<td>Glendale, AZ</td>
<td>58th TTW</td>
<td>Base Tab &quot;A's&quot;</td>
</tr>
<tr>
<td>Randolph AFB</td>
<td>San Antonio, TX</td>
<td>12th FTW</td>
<td></td>
</tr>
<tr>
<td>Travis AFB</td>
<td>Fairfield, CA</td>
<td>60th MAW</td>
<td>A-10A Statistics</td>
</tr>
<tr>
<td>Boeing Aerospace Company</td>
<td>Seattle, WA</td>
<td>Experience Analysis Center (EAC)</td>
<td>B-52G/KC-135A Statistics</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FB-111A Statistics</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>F-15A Statistics</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>T-38A Statistics</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C-141A Statistics</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Aircraft Historical Data</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Processed AFM 66-1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Maintenance Data</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Operational Data</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Technical Descriptive Information</td>
</tr>
</tbody>
</table>
Since this study was initiated in January 1978, the most recent data that would be available in the Experience Analysis Center from the various repositories was calendar year 1977. Therefore, it is significant to note this time period as most of the input data for those parameters and variables requiring Historical Field Experience covered the 1977 time period.

In obtaining the specific data types, the task logically divided into (a) computer generated type information, and (b) information that must be obtained from an on-site survey.

(a) Computer Generated Data

Although all data obtained for this study was to eventually be computer manipulated, in one form or another, it was considered as data received on magnetic tape.

**AFM 66-1 (0056E) - Maintenance Management Data**

For the seven study aircraft all AFM 66-1 data had been previously processed for 1977 except the T-38A. This had to be ordered through the Air Force Systems Command (AFSC) via AFLCR/AFSCR 178-6 and processed. A total of over five million records or maintenance transactions were either previously available or obtained on the subject aircraft.

**G033B - Standard Aerospace Vehicle Inventory, Status and Utilization Reporting System.**

This system provided the operational parameters necessary for various rates, such as maintenance manhours per flight hour, utilization, etc. as well as the operational ready and not operational ready rates per specific categories.

**D041 - Recoverable Consumption Item Requirements System**

**D097 - Interchangeability and Substitution Data Maintenance System**

**H036B - DMIF Cost Accounting/Production Report**

These three data systems comprised the depot data used in trades made during subsystem equipment selection and verification. The two million plus records contained such significant parameters as equipment cost, flow times through base and depot, and man-hour expenditures.

**B-4/C-; - Reference Data Tape**

These tapes, although not supplying any investigative parameters per se, are critical in the utilization of AFM 66-1 data. Coupled with T.O. depot and contractor data they cross-reference work unit code, part number, nomenclature and national stock number.
Environmental
This information, obtained from HQ. Environmental Technical Applications Center (ETAC) Scott AFB, Ill., represents the computerized weather information for each of the Air Force bases studied. These included such parameters as snow fall, rain days, humidity, etc.

(b) On-Site Survey
As in any data acquisition task of this magnitude, all the required parameters are not computerized into mechanized data systems. This necessitates on-site visits to obtain the data. Not only does it fill in the missing parameters but it serves to validate the collected field data. An equally important function is the establishment of data parameter specialist or points of contact that can be consulted with, as required, during the detail analysis of the data. To visit any operation unit, authorization is required from the respective Major Commands. An authorization request letter is used that includes the following pertinent items:

1. Study Introduction
2. Study Objective
3. Assistance required and suggested point(s) of contact, and
4. Suggested visit dates

It is imperative that the authorization request letter be forwarded well in advance of the intended time of visit to allow for any contingencies that may occur at the base and to establish the points of contact prior to the visit. This eliminates any last minute problems and establishes the necessary rapport with the appropriate base personnel. Prior to traveling to any base a series of parameter data gathering forms, Appendix B, are developed listing the specific data parameters desired by functional categories. These forms prove to be invaluable in that they provide a consistent, systematic approach to data gathering at each base. They are distributed to the appropriate technicians, and prove to be the most economical and expeditious method to gather the various data elements required from base level personnel. Appendix C contains an example parameter data gathering form.

Base visits are made to each of the Air Force bases as depicted in Figure 4.5.2-1. It is necessary to visit several major areas at each typical base. The first and most significant is the Deputy Commander for Maintenance (DCM) Office. Here a short introductory presentation is usually given to all functional managers from which data is required. This one time meeting sets the stage for a smooth transition of data flow with all concerned namely:
(1) Operations - Pilot or standardization provides essential aircraft characteristics.

(2) Weather - Base weather provides obstructions to vision.

(3) DCM Analysis - Provides monthly maintenance summaries and aircraft support general information, through a Base Level Information System (BLIS) printout.

(4) DCM Quality Control - Answers general type questions pertaining to maintenance.

(5) Maintenance Squadrons such as: OMS, FMS, AMS, AGS, CRS, EMS, etc. provide the data for all required subsystem/equipments.

4.5.3 Data Integration

This third and final major step of Task V is primarily a continuation of data preparation for analysis in the ensuing tasks. The AFM 66-1 maintenance data records (D056E) are screened and processed through Boeing Standard AFM 66-1 data processing programs to develop the information for selected parameters against each of the bases selected for each of the study aircraft as follows:

(1) B-52G - 10 bases as reflected in Table 4.5.3-1
(2) KC-135A - 10 bases as reflected in Table 4.5.3-2
(3) T-38A - 5 bases as reflected in Table 4.5.3-3, and
(4) F-15A, FB-111A, C-141, A-10A, 1 base each as reflected in Table 4.5.3-4

The processing of AFM 66-1 data for the seven different aircraft types commenced with approximately seven million records. Selecting only the data for the study aircraft at the bases for which site visitation data was available reduced the count to approximately 2.6 million records.

Completion of this data processing for each aircraft at each base and the supplemental data available in the acquisition phase provided a substantial data base of varied parameters for the follow-on task analyses.

4.6 Data Analysis and Parameter Prioritizing - Task VI

This task consists of analyzing and prioritizing the data base established during Task V, on each subsystem/equipment item selected. The overall objective of the analysis was the detection, testing, and ranking of possible statistical useful relationships between the candidate aircraft maintenance impact parameters selected and the actual Maintenance Resource Demand (MRD) parameters.
<table>
<thead>
<tr>
<th>AIRCRAFT</th>
<th>BASE/CODE</th>
<th>NO. OF AIRCRAFT</th>
<th>FLIGHT TIME</th>
<th>LANDINGS</th>
<th>SORTIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-52G</td>
<td>Barksdale AFB, LA/ANUB</td>
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<td>3,865</td>
<td>1,487</td>
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<tr>
<td></td>
<td>Blytheville AFB, AR/BWKR</td>
<td>15</td>
<td>5,371</td>
<td>1,812</td>
<td>709</td>
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<td></td>
<td>Castle AFB, CA/DESR</td>
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<td>10,341</td>
<td>5,580</td>
<td>1,306</td>
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<td>5,497</td>
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<td>663</td>
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<td></td>
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<td>732</td>
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<tr>
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<td>Loring AFB, ME/NRCH</td>
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<td>1,430</td>
<td>677</td>
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<tr>
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<td>5,656</td>
<td>1,966</td>
<td>718</td>
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<tr>
<td></td>
<td>Robins AFB, GA/UHHZ</td>
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<td>748</td>
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<tr>
<td></td>
<td>Seymour Johnson AFB, NC/VKAG</td>
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<td>1,537</td>
<td>709</td>
</tr>
<tr>
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<td>Composite</td>
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<td>63,143</td>
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</tr>
<tr>
<td>AIRCRAFT</td>
<td>BASE/CODE</td>
<td>NO. OF AIRCRAFT</td>
<td>FLIGHT TIME</td>
<td>LANDINGS</td>
<td>SORTIES</td>
</tr>
<tr>
<td>------------</td>
<td>-----------------------</td>
<td>-----------------</td>
<td>-------------</td>
<td>----------</td>
<td>---------</td>
</tr>
<tr>
<td>KC-135A</td>
<td>Barksdale AFB, LA/AWUB</td>
<td>24</td>
<td>7,832</td>
<td>4,291</td>
<td>1,618</td>
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<tr>
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<td>Fairchild AFB, WA/GJKZ</td>
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<td>6,871</td>
<td>4,306</td>
<td>1,382</td>
</tr>
<tr>
<td></td>
<td>Griffiss AFB, NY/JREZ</td>
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<td>3,838</td>
<td>2,710</td>
<td>788</td>
</tr>
<tr>
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<td>Loring AFB, ME/NRCH</td>
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<td>7,201</td>
<td>4,253</td>
<td>1,499</td>
</tr>
<tr>
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<td>4,051</td>
<td>2,661</td>
<td>868</td>
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<tr>
<td></td>
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<td>798</td>
</tr>
<tr>
<td></td>
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<td>3,968</td>
<td>2,426</td>
<td>800</td>
</tr>
<tr>
<td></td>
<td>Wurtsmith AFB, MI/ZJXD</td>
<td>14</td>
<td>4,077</td>
<td>2,753</td>
<td>871</td>
</tr>
<tr>
<td>KC-135A Composite</td>
<td>10 Bases</td>
<td>187</td>
<td>65,063</td>
<td>46,063</td>
<td>12,628</td>
</tr>
</tbody>
</table>
## TABLE 4.5.3-3  T-38A STUDY BASES/1977 OPERATIONAL DATA

<table>
<thead>
<tr>
<th>AIRCRAFT</th>
<th>BASE/CODE</th>
<th>NO. OF AIRCRAFT</th>
<th>FLIGHT TIME</th>
<th>LANDINGS</th>
<th>SORTIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-38A</td>
<td>Randolph AFB, TX/TYMX</td>
<td>83</td>
<td>32,592</td>
<td>84,437</td>
<td>25,918</td>
</tr>
<tr>
<td></td>
<td>Laughlin AFB, TX/MXDP</td>
<td>95</td>
<td>40,133</td>
<td>105,242</td>
<td>32,772</td>
</tr>
<tr>
<td></td>
<td>Reese AFB, TX/UBNY</td>
<td>100</td>
<td>48,331</td>
<td>130,586</td>
<td>38,555</td>
</tr>
<tr>
<td></td>
<td>Sheppard AFB, TX/VNVP</td>
<td>52</td>
<td>20,713</td>
<td>44,516</td>
<td>16,938</td>
</tr>
<tr>
<td></td>
<td>Vance AFB, OK/XTLF</td>
<td>88</td>
<td>39,091</td>
<td>99,413</td>
<td>32,187</td>
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<tr>
<td>T-38A</td>
<td>Composite</td>
<td>418</td>
<td>180,860</td>
<td>475,194</td>
<td>146,370</td>
</tr>
</tbody>
</table>

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### TABLE 4.5.3-4 F-15A, FB-111A, C-141A, A-10A STUDY BASES/1977 OPERATIONAL DATA

<table>
<thead>
<tr>
<th>AIRCRAFT</th>
<th>BASE/CODE</th>
<th>NO. OF AIRCRAFT</th>
<th>FLIGHT TIME</th>
<th>LANDINGS</th>
<th>SORTIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>FB-111A</td>
<td>(1977) Plattsburgh AFB, NY/THWA</td>
<td>32</td>
<td>9,111</td>
<td>5,325</td>
<td>2,456</td>
</tr>
<tr>
<td>C-141A</td>
<td>(1977) Travis AFB, CA/XDAT</td>
<td>32</td>
<td>42,552</td>
<td>25,021</td>
<td>11,734</td>
</tr>
<tr>
<td>A-10A</td>
<td>Myrtle Beach AFB, SC/RDRD (May 1977 - Dec. 1977)</td>
<td>16</td>
<td>3,729</td>
<td>1,961</td>
<td>1,961</td>
</tr>
</tbody>
</table>
The general Task VI approach divided the analysis into subtasks as shown in Figure 4.6-1. Note that the analysis as performed and described does not exactly conform to the general approach delineated in Figure 4.6-1. This approach was deliberately intended as a generalized step-by-step outline of the methodology involved so that other investigators can duplicate and/or expand the research using other available computerized statistical packages/techniques. The analysis utilized a unique Boeing developed computer program, "PKING", which automatically combined some of the subtasks in order to facilitate and speed up the parametric relationship detection and testing process. Utilizing this program allowed a maximum number of 71,200 variable combinations to be tested within the allotted effort.

The detailed approach to the analysis and parameter prioritizing task including a description of the "PKING" data processing program is discussed in the following paragraphs.

4.6.1 Formulate Input Data

Before maintenance resource demand/maintenance impact parameter variable combination testing and screening could proceed, the packages of data and information gathered in Task V were classified, quantified and tabulated in numerical data sets suitable for computer-aided cross-plotting and simple regression analysis.

The following process was utilized to identify, control, and develop the actual data for input into the "PKING" data processing program.

(1) The seven aircraft types were divided into four separate groups as follows:


Group II - B-52G - 10 bases

Group III - KC-135A - 10 bases

Group IV - T-38A - 5 bases

The rationale for this separation was to allow comparative analysis of selected aircraft subsystems/equipments against the same aircraft from various environments/locations. In addition the B-52G and KC-135A bases selected were the same for both aircraft, so that subsystem equipments on different aircraft operating from the same location/environments could be compared.

(2) Input data was then formulated and compiled for each parameter against each aircraft by individual base as applicable. The data was then divided into the six categories of parameters as follows:
FIGURE 4.6-1 DATA ANALYSIS AND PARAMETER PRIORITIZING -
TASK VI ACTIVITY FLOW
(1) Maintenance Resource Demand Parameters
(2) Equipment Characteristics Parameters
(3) Operations Characteristics Parameters
(4) Environmental Characteristics Parameters
(5) Maintenance Characteristics Parameters
(6) Aircraft General Characteristics Parameters

Most of the data in the database was obtained in quantitative form. Information on a few parameters was obtained in qualitative form, however, and required quantification. Tables 4.6.1-1 through 4.6.1-6 lists the parameters in each category, their type (real or scaled variable) and their units of measure. These parameters are also listed and discussed in Appendix A along with the actual parameter input data.

<table>
<thead>
<tr>
<th>PARAMETER NAME</th>
<th>TYPE</th>
<th>UNITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item Maintenance Action Demand</td>
<td>Real</td>
<td>Failures/Item/Yr</td>
</tr>
<tr>
<td>Item Maintenance Manhours</td>
<td>Real</td>
<td>MMH/Item/Yr</td>
</tr>
<tr>
<td>Total Item Removals</td>
<td>Real</td>
<td>Removals/Item/Yr</td>
</tr>
<tr>
<td>Ground Aborts Caused by Item</td>
<td>Real</td>
<td>Aborts/Item/Yr</td>
</tr>
<tr>
<td>Air Aborts Caused by Item</td>
<td>Real</td>
<td>Aborts/Item/Yr</td>
</tr>
<tr>
<td>Item Cannibalization Per Acft</td>
<td>Real</td>
<td>Actions/Acft/Yr</td>
</tr>
<tr>
<td>Unscheduled Maint Manhr Per Engine</td>
<td>Real</td>
<td>MMH/Engine/Yr</td>
</tr>
<tr>
<td>Unscheduled Maint Manhr Per Aircraft</td>
<td>Real</td>
<td>MMH/Acft</td>
</tr>
</tbody>
</table>

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D194-10074-1
<table>
<thead>
<tr>
<th>PARAMETER NAME</th>
<th>TYPE</th>
<th>UNITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment Location on Aircraft</td>
<td>Scaled</td>
<td>Convention:</td>
</tr>
<tr>
<td>Note: Scale based on judged severity of local</td>
<td></td>
<td>1 = Cockpit/Cabin</td>
</tr>
<tr>
<td>environment.</td>
<td></td>
<td>2 = Midship Bays</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = Fwd. Bays</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 = Bomb Bays</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 = Wheel Wells</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 = Aft. Bays</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7 = External Mounts</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8 = Proximity of Engines</td>
</tr>
<tr>
<td>Equipment Weight</td>
<td>Real</td>
<td>Pounds</td>
</tr>
<tr>
<td>Equipment Volume</td>
<td>Real</td>
<td>Cubic Inches or Cubic Feet</td>
</tr>
<tr>
<td>SRU Count</td>
<td>Real</td>
<td>No. of SRU's</td>
</tr>
<tr>
<td>Operating Temperature</td>
<td>Real</td>
<td>Degrees &quot;F&quot; Median</td>
</tr>
<tr>
<td>Cooling Method</td>
<td>Scaled</td>
<td>Convention:</td>
</tr>
<tr>
<td>Note: Scale based on judged effectiveness of</td>
<td></td>
<td>0 = Reject heat to surrounding Equip.</td>
</tr>
<tr>
<td>cooling method.</td>
<td></td>
<td>1 = Ambient Air</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Forced Air</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = Liquid</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 = Other</td>
</tr>
<tr>
<td>Protection Devices</td>
<td>Scaled</td>
<td>Convention:</td>
</tr>
<tr>
<td>Note: Scale based on judged sophistication of</td>
<td></td>
<td>0 = None</td>
</tr>
<tr>
<td>protection method.</td>
<td></td>
<td>1 = Temperature Covers, Etc.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Permanent Environ. Protective Devices</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = Overload Devices</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 = Mechanical Action Overload Devices</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 = BIT Fault Indication Auto Shutdown</td>
</tr>
<tr>
<td>Number of Test Points (Org. Level)</td>
<td>Real</td>
<td>No. of Test Points</td>
</tr>
</tbody>
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<thead>
<tr>
<th>PARAMETER NAME</th>
<th>TYPE</th>
<th>UNITS</th>
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<tbody>
<tr>
<td>Required AGE/Support Equipment Complexity</td>
<td>Scaled</td>
<td>Convention:</td>
</tr>
<tr>
<td>Note: The required AGE value given a particular item is determined by the highest order AGE item required.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>0 = None</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 = Simple Hand Tools/Meters</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Basic Electrical Test/Support Equipment</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = Commercial Test Sets/Support Equipment</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 = General Purpose Military Test Sets/Support Equipment</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 = Dedicated Test Sets/Support Equipment</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 = Computerized Automatic Test Stations</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AGE/Support Equipment Availability</td>
<td>Real</td>
<td>% Time Available when required</td>
</tr>
<tr>
<td>AGE/Support Equipment Unreliability</td>
<td>Real</td>
<td>% Time Unreliable when used</td>
</tr>
<tr>
<td>Avg. Operating Time Per Sortie</td>
<td>Real</td>
<td>Hours</td>
</tr>
<tr>
<td>Principal Failure/Malfunction Causes</td>
<td>Scaled</td>
<td>Convention:</td>
</tr>
<tr>
<td>Note: Scale based on judged severity of issue</td>
<td></td>
<td>1 = Environment</td>
</tr>
<tr>
<td>1 (low) 6 (most severe)</td>
<td></td>
<td>2 = Low Vibration Stress</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = Med Vibration Stress</td>
</tr>
<tr>
<td></td>
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<td>4 = High Vibration Stress</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 = Usage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 = Design</td>
</tr>
<tr>
<td>Retest OK Rate</td>
<td>Real</td>
<td>% Squawks Retest OK</td>
</tr>
<tr>
<td>On-Off Cycles Per Flying Hour</td>
<td>Real</td>
<td>Cycles/10 Flying Hr.</td>
</tr>
<tr>
<td>On-Off Cycles Per Sortie</td>
<td>Real</td>
<td>Cycles/Sortie</td>
</tr>
<tr>
<td>Ground/Flight Operating Ratio</td>
<td>Real</td>
<td>% Ground to Flight</td>
</tr>
<tr>
<td>Failure/Abort Ratio</td>
<td>Real</td>
<td>% Failures Causing Aborts</td>
</tr>
<tr>
<td>Equipment Density</td>
<td>Real</td>
<td>Pounds/Cu. Ft.</td>
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<th>TYPE</th>
<th>UNITS</th>
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<tbody>
<tr>
<td>Primary Material Composition Technology</td>
<td>Scaled</td>
<td>Scaled Convention:</td>
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<tr>
<td></td>
<td></td>
<td>1 = Rubber</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Plastic</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = Aluminum</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 = Honeycomb</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 = Fiberglass</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 = Glass</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7 = Titanium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8 = Steel</td>
</tr>
<tr>
<td>Relative Reliability of Equipment Driving</td>
<td>Scaled</td>
<td>Scaled</td>
</tr>
<tr>
<td>Force (How is Equipment Operated)</td>
<td></td>
<td>Scaled Convention:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 = Electrical</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Mechanical</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = Hydraulic</td>
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<tr>
<td></td>
<td></td>
<td>4 = Pneumatic</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 = Other</td>
</tr>
<tr>
<td>Removals to Access other Equip.</td>
<td>Real</td>
<td>No/Acft/Yr</td>
</tr>
<tr>
<td>FOD Severity</td>
<td>Scaled</td>
<td>Scaled</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scaled Convention:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0 = None</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 = Low</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = High</td>
</tr>
<tr>
<td>Pressurization Level</td>
<td>Real</td>
<td>PSI</td>
</tr>
<tr>
<td>Rain Removal Technology (Windshield)</td>
<td>Scaled</td>
<td>Scaled</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scaled Convention:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 = Wipers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Bleed Air</td>
</tr>
<tr>
<td>Mounting Position (Wings)</td>
<td>Scaled</td>
<td>Scaled</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scaled Convention:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 = Lower Wing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Mid Wing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = Upper Wing</td>
</tr>
<tr>
<td>Pow'r Rating (Generators)</td>
<td>Real</td>
<td>KVA Rating</td>
</tr>
<tr>
<td>No of Ply's (Tires)</td>
<td>Real</td>
<td>Ply's/Tire</td>
</tr>
<tr>
<td>Landings Per Tire</td>
<td>Real</td>
<td>Landings/Tire</td>
</tr>
<tr>
<td>Avg Tire Cost</td>
<td>Real</td>
<td>Cost/Tire</td>
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<table>
<thead>
<tr>
<th>PARAMETER NAME</th>
<th>TYPE</th>
<th>UNITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Securing Technology (Radome)</td>
<td>Scaled</td>
<td>Convention:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 = Hinge and Bolts</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Hinge and Snap Fastners</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = Cam Locks</td>
</tr>
<tr>
<td>Total No of Installed Engines</td>
<td>Real</td>
<td>Number/Acft</td>
</tr>
<tr>
<td>Take-Off Thrust Per Engine</td>
<td>Real</td>
<td>Pounds/10</td>
</tr>
<tr>
<td>Weight Per Engine</td>
<td>Real</td>
<td>Pounds/10</td>
</tr>
<tr>
<td>Volume Per Engine</td>
<td>Real</td>
<td>Cu. Ft./10</td>
</tr>
<tr>
<td>Density Per Engine</td>
<td>Real</td>
<td>Lb/Cu.Ft./10</td>
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<tr>
<td>No Compressor Sections Per Engine</td>
<td>Real</td>
<td>Number</td>
</tr>
<tr>
<td>No Compressor Blades Per Engine</td>
<td>Real</td>
<td>Number</td>
</tr>
<tr>
<td>Turbine Section Size</td>
<td>Real</td>
<td>Ft. Diam</td>
</tr>
<tr>
<td>Max Engine Combustion Temp</td>
<td>Real</td>
<td>Degrees &quot;C&quot;</td>
</tr>
<tr>
<td>Max Engine Fuel Flow</td>
<td>Real</td>
<td>Lbs/Hr</td>
</tr>
<tr>
<td>Min Engine Fuel Flow</td>
<td>Real</td>
<td>Lbs/Hr</td>
</tr>
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<td>Engine Prime Depot</td>
<td>Scaled</td>
<td>Convention:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 = OCALC</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = SAALC</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 = Teledyne</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 = Alameda</td>
</tr>
<tr>
<td>Engine AGE Availability</td>
<td>Real</td>
<td>% Time Available When Required</td>
</tr>
<tr>
<td>Engine AGE Unreliability</td>
<td>Real</td>
<td>% Time Unreliable When Used</td>
</tr>
<tr>
<td>Engine Vibration Factors</td>
<td>Real</td>
<td>Convention:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 = Low</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Medium</td>
</tr>
<tr>
<td></td>
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<td>3 = High</td>
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### TABLE 4.6.1-3 AIRCRAFT OPERATIONS PARAMETERS

<table>
<thead>
<tr>
<th>PARAMETER NAME</th>
<th>TYPE</th>
<th>UNITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avg Mission Mix</td>
<td>Scaled</td>
<td>Convention: 1 = Training 2 = Operations 3 = Misc</td>
</tr>
<tr>
<td>Note: Value based on weighted average mission type taken over 1 year's operations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg Take-off Speed</td>
<td>Real</td>
<td>Knots</td>
</tr>
<tr>
<td>Median Take-off Distance</td>
<td>Real</td>
<td>Feet</td>
</tr>
<tr>
<td>Percent of Max Take-off Wt</td>
<td>Real</td>
<td>Avg Take-off Wt as % of Max</td>
</tr>
<tr>
<td>Avg Climb Rate</td>
<td>Real</td>
<td>Feet/Min</td>
</tr>
<tr>
<td>Avg Cruise Speed</td>
<td>Real</td>
<td>Knots</td>
</tr>
<tr>
<td>Avg Cruise Altitude</td>
<td>Real</td>
<td>Feet/10</td>
</tr>
<tr>
<td>Avg Descent Rate</td>
<td>Real</td>
<td>Feet/Per Min</td>
</tr>
<tr>
<td>Minimum Landing Distance</td>
<td>Real</td>
<td>Feet</td>
</tr>
<tr>
<td>Avg Landing Wt</td>
<td>Real</td>
<td>Lbs/1000</td>
</tr>
<tr>
<td>Avg Landing Speed</td>
<td>Real</td>
<td>Knots</td>
</tr>
<tr>
<td>Total Flying Hours</td>
<td>Real</td>
<td>Hours/Acft/Yr</td>
</tr>
<tr>
<td>Training Flying Hours</td>
<td>Real</td>
<td>Hours/Acft/Yr</td>
</tr>
<tr>
<td>Operations Flying Hours</td>
<td>Real</td>
<td>Hours/Acft/Yr</td>
</tr>
<tr>
<td>Misc Flying Hours</td>
<td>Real</td>
<td>Hours/Acft/Yr</td>
</tr>
<tr>
<td>Total Landings</td>
<td>Real</td>
<td>Landings/Acft/Yr</td>
</tr>
<tr>
<td>Training Landings</td>
<td>Real</td>
<td>Landings/Acft/Yr</td>
</tr>
<tr>
<td>Operations Landings</td>
<td>Real</td>
<td>Landings/Acft/Yr</td>
</tr>
<tr>
<td>Misc Landings</td>
<td>Real</td>
<td>Landings/Acft/Yr</td>
</tr>
<tr>
<td>PARAMETER NAME</td>
<td>TYPE</td>
<td>UNITS</td>
</tr>
<tr>
<td>-------------------------</td>
<td>------</td>
<td>----------------</td>
</tr>
<tr>
<td>Total Sorties</td>
<td>Real</td>
<td>Sorties/Acft/Yr</td>
</tr>
<tr>
<td>Training Sorties</td>
<td>Real</td>
<td>Sorties/Acft/Yr</td>
</tr>
<tr>
<td>Operations Sorties</td>
<td>Real</td>
<td>Sorties/Acft/Yr</td>
</tr>
<tr>
<td>Misc Sorties</td>
<td>Real</td>
<td>Sorties/Acft/Yr</td>
</tr>
<tr>
<td>Avg Possessed Aircraft</td>
<td>Real</td>
<td>Acft/Month</td>
</tr>
<tr>
<td>Maximum Acft Speed</td>
<td>Real</td>
<td>Knots</td>
</tr>
<tr>
<td>Maximum Acft Ceiling</td>
<td>Real</td>
<td>Feet/10</td>
</tr>
<tr>
<td>Acft Flight Crew Size</td>
<td>Real</td>
<td>Persons/Acft</td>
</tr>
<tr>
<td>Avg Sortie Length</td>
<td>Real</td>
<td>Hours/Sortie</td>
</tr>
<tr>
<td>Accidents (Major/Minor)</td>
<td>Real</td>
<td>No/Acft/Yr</td>
</tr>
<tr>
<td>Incidents</td>
<td>Real</td>
<td>No/Acft/Yr</td>
</tr>
<tr>
<td>PARAMETER NAME</td>
<td>TYPE</td>
<td>UNITS</td>
</tr>
<tr>
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<td>-------------------------------</td>
</tr>
<tr>
<td>Base Altitude</td>
<td>Real</td>
<td>Feet</td>
</tr>
<tr>
<td>No of Snow Days</td>
<td>Real</td>
<td>Days/Yr</td>
</tr>
<tr>
<td>Total Snow Fall</td>
<td>Real</td>
<td>Inches/Yr</td>
</tr>
<tr>
<td>Mean Snow Depth</td>
<td>Real</td>
<td>Inches During Snow Session</td>
</tr>
<tr>
<td>No of Rain Days</td>
<td>Real</td>
<td>Days/Yr</td>
</tr>
<tr>
<td>Total Rain Fall</td>
<td>Real</td>
<td>Inches/Yr</td>
</tr>
<tr>
<td>No of Hail Days</td>
<td>Real</td>
<td>Days/Yr</td>
</tr>
<tr>
<td>Relative Humidity (Avg)</td>
<td>Real</td>
<td>Percent</td>
</tr>
<tr>
<td>No of Thunder Days</td>
<td>Real</td>
<td>Days/Yr</td>
</tr>
<tr>
<td>No of Sleet Days</td>
<td>Real</td>
<td>Days/Yr</td>
</tr>
<tr>
<td>No of Fog Days</td>
<td>Real</td>
<td>Days/Yr</td>
</tr>
<tr>
<td>Predominate Wind Direction</td>
<td>Real</td>
<td>Compass Degrees</td>
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<tr>
<td>Maximum Crosswinds Less Than 10 MPH</td>
<td>Real</td>
<td>Days/Yr</td>
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<tr>
<td>Maximum Crosswinds 10-19 MPH</td>
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<td>Days/Yr</td>
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<tr>
<td>Maximum Crosswinds 20-29 MPH</td>
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<td>Days/Yr</td>
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<tr>
<td>Maximum Crosswinds 30-39 MPH</td>
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<td>Days/Yr</td>
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<td>Maximum Crosswinds 40-49 MPH</td>
<td>Real</td>
<td>Days/Yr</td>
</tr>
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<td>Maximum Crosswinds Greater than 50 MPH</td>
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<td>Days/Yr</td>
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<tr>
<td>Mean Temperature</td>
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<td>Degrees &quot;F&quot;</td>
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<td>Mean Minimum Temperature</td>
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<td>Degrees &quot;F&quot;</td>
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<tr>
<td>Mean Maximum Temperature</td>
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<td>Degrees &quot;F&quot;</td>
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### TABLE 4.6.1-5 - MAINTENANCE CHARACTERISTICS PARAMETERS

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<tr>
<th>PARAMETER NAME</th>
<th>TYPE</th>
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<tbody>
<tr>
<td>Avg OR Rate (FMC)</td>
<td>Real</td>
<td>Avg % for Year</td>
</tr>
<tr>
<td>(Hours OR/Hours Possessed/Mo)</td>
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<td></td>
</tr>
<tr>
<td>Averaged over year.</td>
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<td></td>
</tr>
<tr>
<td>Avg NORM Rate (NMCM)</td>
<td>Real</td>
<td>Avg % for Year</td>
</tr>
<tr>
<td>(Hours NORM/Hours Possessed/Mo)</td>
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<td></td>
</tr>
<tr>
<td>Averaged over year.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg NORS Rate (NMCS)</td>
<td>Real</td>
<td>Avg % for Year</td>
</tr>
<tr>
<td>(Hours NORS/Hours Possessed/Mo)</td>
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<td></td>
</tr>
<tr>
<td>Averaged over year.</td>
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</tr>
<tr>
<td>Total Unscl Maint Manhrs Expended</td>
<td>Real</td>
<td>MMH/Acft</td>
</tr>
<tr>
<td>Avg Turn-Around Time - Maint</td>
<td>Real</td>
<td>Clock Hours</td>
</tr>
<tr>
<td>Total General Support Manhours (01-09)</td>
<td>Real</td>
<td>MH/Acft/Yr</td>
</tr>
<tr>
<td>Gen Support Manhours</td>
<td>Real</td>
<td>MH/Acft/yr</td>
</tr>
<tr>
<td>01 - Ground Handling &amp; Servicing</td>
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<td></td>
</tr>
<tr>
<td>Gen Support Manhours</td>
<td>Real</td>
<td>MH/Acft/yr</td>
</tr>
<tr>
<td>02 - Aircraft Cleaning</td>
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</tr>
<tr>
<td>Gen Support Manhours</td>
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<td>MH/Acft/yr</td>
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<td>03 - Look Phase of Sched Inspec</td>
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</tr>
<tr>
<td>Gen Support Manhours</td>
<td>Real</td>
<td>MH/Acft/yr</td>
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<tr>
<td>04 - Special Inspections</td>
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<td>Years Since Engine Production</td>
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4.6.2 Computer-Aided Detection and Screening of Parametric Relationships

After the Input Data File was transformed into suitable computer input records, Boeing developed cross-plotting and regression analysis program "PKING" was applied to the data. This program was set to generate cross-plots and regression statistics for the following candidate variable combinations:

5 Maintenance Resource Demand Parameters (Avionics Subsystems) - Phase I
6 Maintenance Resource Demand Parameters (Propulsion System) - Phase I
6 Maintenance Resource Demand Parameters (Other Subsystems) - Phase II
18 Avionics Equipment Parameters - Phase I (Avionics)
15 Propulsion Equipment Parameters - Phase I (Engine)
24 Equipment Parameters - Phase II (Other Subsystems)
30 Operations Parameters
21 Environmental Parameters
14 Maintenance Parameters
16 Aircraft General Parameters

A set of cross-plots and regression statistics was generated for each of the 29 following equipment subsystem types during Phases I and II:

**Phase I (Avionics & Propulsion)**
- Propulsion
- Flight Indicators
- Air Data System
- Horizontal Situation Indicator
- Auto Pilot
- UHF Communication Set
- IFF Transponder Set
- Radio Navigation - Receivers
- Radio Navigation - Tacan
- Radio Navigation - Attitude Heading
- Radar Set

**Phase II (Other Subsystems)**
- Forward Fuselage - Radome
- Forward Fuselage - Windshield
- Wings
- Cockpit - Seats
- Landing Gear - Wheel & Tire
- Brakes
- Horiz Stabilator
- Rudder
- Flaps
- Environmental Control - Water Separator
- Power Generating - Generators
- Exterior Lighting (Anti Coll)
- Exterior Lighting (Landing-Taxi)
- Hyd Pwr Control - Pumps
- Internal Fuel - Tanks
- Lox - Regulators
- Lox - Converters
- Fire - Detection
The data groupings used as the statistical base for the analysis of these subsystem equipments was the four aircraft groupings as discussed in paragraph 4.6.1 above. The four groupings were:

Group I - Multi Aircraft Composit - 7 data points (aircraft/bases)
Group II - B-52G - 10 data points (bases)
Group III - KC-135A - 10 data points (bases)
Group IV - T-38A - 5 data points (bases)

Using these four data groupings and the 29 subsystems analyzed within each group, 71,200 candidate two variable combination scatterplots were generated.

These resulting scatterplots were screened for significant causal relationships between the Maintenance Resource Demand (MRD) parameters and the Candidate Maintenance Impact parameters. The screening criteria utilized were as follows:

1. Correlation coefficient of regression 0.5 or greater
2. Visually apparent curvilinear relationship
3. Acceptable data point distribution
4. At least four data points, three of which were non-zero in both the ordinate and abscissa

Of the 71,200 scattergrams generated, the initial screening process rejected about 95% as being insufficiently correlated. This left about 5% or approximately 3,600 correlated relationships from which to formulate a recommended list of possible significant Maintenance Impact Estimating Relationships (MIER's).

As stated previously, the same variable combination data processing and screening could have been accomplished with any available computer program possessing cross-plotting and regression analysis capability. The "PKING" program was used to gain maximum speed and efficiency in processing the mass of data contained in the data base. A brief description of this program follows:

DESCRIPTION AND USE OF "PKING"

The "PKING" program is a data manipulation program written in FORTRAN IV, which can handle moderately large data sets (35 variables, 100 data points per variable) such as are encountered in cost and support system analysis. Program input is flexible and straightforward in the form of data tables. Output is in the form of easy-to-read cross-plots derived from the input variables.
The significant characteristics of the program are as follows:

- The program records and manipulates data for from 2 to 35 variables.
- As many as 100 entries can be made for each variable.
- All 35 variables may be input variables or --
- A minimum of 2 variables may be input variables.
- Up to 33 of the output variables may be "transform variables" created by transforms within the program.
- Up to 50 transform algorithms may be included in the program to manipulate data and create new output variables --
- A total of 35 output variables (input variables + transform variables) may be specified.
- The transforms may be any "mathematical" or "logical" algorithms.
- A simple least squares regression routine is computed for each variable combination.
- The output of the program consists of scattergrams which plot specified combinations of input and transform variables.
- The plots may be constrained somewhat by specifying that certain input variables only be used as "independent" variables.
- Otherwise all variables are treated in turn as independent variables and dependent variables against all other variables.
- The form of the output scattergrams has been carefully designed to permit rapid visual scanning for two-variable correlations. In addition the appropriate correlation coefficient of regression, and the estimating equation slope and intercept are annotated to each scatterplot.
- Input data and transform data is sorted in a single 35-by-100 cell addressable matrix to facilitate inter-program processing and easy linking with other data manipulation programs such as data ranking routines.

The flexibility of the program to accept any type of mathematical or logical transform algorithm and to selectively apply these transforms at the user's prerogative make this program a powerful data-normalizing tool. The program can be used to quickly screen large numbers of variables for possible primary correlations and to identify subtle higher-order correlations by the creative application of various normalizing and combinatorial transforms to likely combinations of variables in various ways (such as through addition, subtraction, multiplication, division, exponentiation, geometrics, differentiation, or Boolean logic) and the resultant aggregate variable plotted against other variable combinations to bring out cause-effect relationships which may not be apparent from single variable cross-plots.
The program is also useful in filling holes in data sets when there is reason to believe that the missing data are continuous with the data in hand. In this use, the program is run with the missing data variable input along with several related variables which are complete. If the missing data variable is correlated with any of the other complete variables, this can be seen from the output plots and a linking function derived and used to compute the expected values of the missing data points.

The basic simplicity of the program makes it economical to use. Data input encoding is simple and need only be done once for any given data set. A typical data run with an output of several hundred cross-plots may be made at a very small cost.

4.6.3 Maintenance Impact Estimating Relationship (MIER) Development and Prioritization

The next step in the analysis and prioritization of the study parameters was to re-examine the apparently correlated relationships found during the computer processing and screening and build a "MIER Catalog" of potentially useful relationships. The 3,600-odd scattergrams accepted during the first screening were re-examined for reasonable data distribution and statistical usefulness. Several hundred scattergrams which had passed the first screening were rejected during this test because of unacceptable data distribution. For instance, if all data points except one were clustered in one area of the plot, the regression computation often yielded a good correlation coefficient even though the data were useless for practical purposes. Other scattergrams were rejected on the basis of not enough non-zero data points to have any statistical usefulness.

The surviving MIER'S from this second screening process were then sorted into Supplemental Data Volumes (29 different data volumes, one for each of the aircraft subsystems studied) using the following sequential sort process.

(a) First sort was by subsystem equipment which created the following 29 Subsystem Equipment Supplemental Data Volumes.

Vol I Foreward Fuselage - Radone
Vol II Foreward Fuselage - Windshield
Vol III Wings
Vol IV Cockpit - Seats
Vol V Landing Gear - Wheel & Tire
Vol VI Brakes
Vol VII Flight Controls - Horizontal Stabilator
Vol VIII Flight Controls - Rudder
Vol IX Flight Controls - Flaps
Vol X Propulsion - Engine
(b) The second sort was by the four aircraft grouping, i.e.:

Group I - Multi Aircraft Composite (seven aircraft)
Group II - B-52G Aircraft (10 bases)
Group III - KC-135A Aircraft (10 bases)
Group IV - T-38A Aircraft (five bases)

(c) The third sort was by type of parameter, i.e.:

MRD's vs MRD's Parameters
MRD's vs Equipment Parameters
MRD's vs Operations Parameters
MRD's vs Environmental Parameters
MRD's vs Maintenance Parameters
MRD's vs Aircraft General Parameters

(d) The fourth and final sort was by correlation coefficient from high to low within the various parameters of (c) above.

The MIER's were cataloged into the individual supplemental data volumes because of the large amount of scatterplots that survived the screening process. A total of 2,935 individual MIER's (scatterplots) were cataloged within the 29 different subsystem equipment categories. A summary array of the MIER catalog (29 volumes of supplemental data) has been included in Appendix B of this report. Appendix B is in the form of Maintenance Resource Demand Parameters vs Maintenance Impact Parameters and identifies the supplemental data volume and applicable table number for the cataloged MIER's for each aircraft category and type parameter. In addition, the following Tables 4.6.3-1 thru 4.6.3-29 reflect the total number of MIER's retained and cataloged within each individual equipment supplemental data volume.
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**Table 4.6.3-1**

NUMBER OF MIER'S DETECTED AND RETAINED
TABLE 4.6.3-2  NUMBER OF MIER'S DETECTED AND RETAINED

SUBSYSTEM EQUIP DATA VOLUME II - FORWARD FUSELAGE - WINDSHIELD

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71

D194-10074-1
### Table 4.6.3-14: Number of MIER's Detected and Retained

**Subsystem Equip Data Volume XIV: Exterior Lighting - Landing/Taxi Lights**

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D194-10074-1
## TABLE 4.6.3-17 NUMBER OF MIER'S DETECTED AND RETAINED

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D194-10074-1
# Table 4.6.3-18: Number of MIER's Detected and Retained

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**Table Notes:**

- MRD: Maintenance Resource Demand
- B-52A, KC-135A, T-38A: Aircraft Types
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### Table 4.6.3-20 Number of MIER's Detected and Retained

**Subsystem Equip Data Volume XX - Instruments - Flight Indicators**

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D194-10074-1
## TABLE 4.6.3-21 NUMBER OF MIER'S DETECTED AND RETAINED

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D194-10074-1
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The relationships developed in the MIER's discussed above were ranked and cataloged as to strength of correlation and Maintenance Resource Demand (MRD) sensitivity. The strength of correlation will indicate the purity of the cause and effect relationship or common linkage between particular Maintenance Resource Demand Parameter vs various equipment, operations, environmental, maintenance, and aircraft general characteristics. The MRD impact sensitivity will be indicated by the normalized slope of the regression curve and represents the expected magnitude and direction of MRD parameter change per unit change in the particular equipment, operations, environmental, maintenance, and aircraft general characteristics linked by the MIER as a dependent/independent variable pair.

4.7 CONCLUSIONS AND RECOMMENDATIONS

4.7.1 Conclusions

This report describes the work accomplished under Phases I and II of a three phase study to: "Develop More Accurate Measures and Weightings to Improve Resource Requirements Predictions for Operational and Emerging Aircraft Weapon Systems."

The objectives of Phases I and II were: (1) review related studies/publications; (2) select a representative cross-section of aircraft and subsystems/equipments; (3) identify appropriate parameters/variables; (4) acquire and formalize applicable data; and (5) perform the initial computerized screening analysis.

Results of work accomplished during Phases I and II that are included in this report are:

(1) A STINFO search was conducted and over 1200 abstracts were screened resulting in over 300 documents being obtained and over 100 of these retained as having useful study related information.

(2) Seven different types of aircraft and 262 equipment items were selected to be studied.

(3) Various maintenance, hardware, operational, environmental, and aircraft general parameters were identified and 155 individual parameters were selected for input to the analysis of the subsystem equipments.

(4) The appropriate input data was identified, acquired, processed and formulated for the 155 selected parameters, against the 262 subsystem equipments selected from seven different aircraft at 29 individual aircraft locations (Air Force bases).
(5) The "PKING" data manipulation program was selected and applied to the input data described in (4) above, produced scatterplots of the various dependent (Maintenance Resource Demand) and independent (other) parameter relationships. 71,200 individual scatterplots were produced and reviewed for favorable relationships. Approximately 96% of the scatterplots were rejected leaving about 3,000 apparently correlated relationships, which formulates the data base for the recommended follow-on analysis to be performed during Phase III.

4.7.2 Recommendations

The next step in the analysis process (to be accomplished during 1980 and 1981) is to reexamine the apparently correlated relationships within each subsystem/equipment and type parameter categories, by performing in-depth analysis utilizing other computerized statistical packages and additional data parameters where possible. The in-depth analysis is planned to be accomplished as follows:

(1) Extract source data from the applicable MIER's detected on each subsystem/equipment and aircraft groupings during the Phase I and II analysis.

(2) Reconstitute extracted source data into model development data sets for each applicable subsystem/equipment within each aircraft grouping.

(3) Perform stepwise regressing analysis on each data set for each subsystem equipment, to find the best fit multiple regression model(s):

\[
\text{MRD}=F \text{(Equipment Parameters)} \\
\text{MRD}=F \text{(Operational Parameters)} \\
\text{MRD}=F \text{(Environmental Parameters)} \\
\text{MRD}=F \text{(Maintenance Parameters)} \\
\text{MRD}=F \text{(Aircraft General Parameters)}
\]

(4) Develop source data for composit models by reconstituting a composite data set for each subsystem/equipment:

\[
\text{MRD vs equipment, operational, environmental, maintenance, and aircraft general parameters in optimized generic maintenance models.}
\]
(5) Perform stepwise regression analysis on each composite data set to find best fit regression model:

MRD=F (equipment, operational, environmental, maintenance, and aircraft general) selected by stepwise regression.

(6) Develop and publish Maintenance Resource Demand (MRD) estimating model(s)/equations for both single parameter data sets and composite parameter data sets.

The actual relationships developed during this in-depth analysis process will then be automated in the form of equations and formulas which will result in a standardized parametric generating technology base for predicting logistics support requirements (MRD's) for use on new aircraft development programs.
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APPENDIX A

STUDY PARAMETER IDENTIFICATION
AND
INPUT DATA TABLES

A-1
D194-10074-1.
The input parameters and the actual input data has been tabulated into Tables A-1 through A-168 of this appendix.

The seven types of aircraft and the equipments selected against each type aircraft was previously discussed in paragraph 4.3.4. Refer to tables 4.3.4-1 and 4.3.4-2 for identification of the seven different types of aircraft and the study equipments listed by work unit code and nomenclature within each aircraft type. Paragraph 4.5.3 discusses the seven aircraft selected and the 29 individual Air Force Bases subdivided into the four aircraft/base groupings utilized for the study. Therefore, the input data parameter identification and actual input data tables contained in this appendix have been separated into these four aircraft/base groupings.

It's appropriate to note that because of study budget constraints it was not possible to visit each operational base, but we did visit at least one operational unit for each of the study aircraft. So, for those parameters that data was not available for each individual base through existing data systems, it was necessary to use the information from the one base visited. These data sampling cases will be found mostly in the operational, maintenance, and aircraft general parameter categories. Equipment parameters (including the maintenance resource demand parameters) and environmental parameters, we were able to obtain the input data from existing data systems for each base.

The Parameter Identification and Input Data Tables contained in Appendix A are as follows:

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<td>KC-135A Operational Parameter Input Data</td>
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<td>T-38A Operational Parameter Input Data</td>
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<td>Environmental Parameter Identification</td>
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TABLE A-25 SEVEN AIRCRAFT COMPOSITE PHASE II EQUIPMENT
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FORWARD FUSELAGE - RADOME (11AX1)
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**TABLE A-29 SEVEN AIRCRAFT COMPOSITE PHASE II EQUIPMENT**

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|----------------------|----------------|------------------------|------------------|-----------------------|----------------|
| IA01                 | 6.76           | 6.25                   | 31.56            | 1.53                  | 7.09           | 10.95            | 8.60            |
| IA20                 | 69.50          | 108.84                 | 284.83           | 6.14                  | 77.99          | 108.42           | 39.72           |
| IA21                 | 3.21           | 4.63                   | 11.47            | 0.37                  | 5.42           | 6.49             | 6.38            |
| IA22                 | 0.07           | 0.00                   | 0.00             | 0.00                  | 0.00           | 0.00             | 0.40            |
| IA23                 | 0.07           | 0.00                   | 0.00             | 0.00                  | 0.00           | 0.00             | 0.20            |
### TABLE A-72  SEVEN AIRCRAFT COMPOSITE PHASE I EQUIPMENT PARAMETER INPUT DATA - SUBSYSTEM UHF COMMUNICATIONS (63A00)

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**TABLE A-102 B-52G PHASE I EQUIPMENT MRD PARAMETER INPUT DATA - SUBSYSTEM ALTIMETER (51AAA)**
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HSI (71AFJ)

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TABLE A-136
KC-135A PHASE I EQUIPMENT 1
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TABLE A-137  KC-135A PHASE I EQUIPMENT
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## Table A-141 T-38A Phase II Equipment

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TABLE A-154 T-38A PHASE II EQUIPMENT MONITOR DATA - SUBSYSTEM LANDING/TAXI LIGHTS (44114)

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APPENDIX B
MAINTENANCE IMPACT ESTIMATING RELATIONSHIP (MIER)
SUPPLEMENTAL DATA VOLUME
SCATTERPLOT IDENTIFICATION REFERENCES

The tables contained in this appendix have been included to serve as an index to the scatterplots cataloged within each of the 29 Subsystem Equipment Supplemental Data Volumes. These tables (one for each data volume) reference the volume number, subsystem equipment type, table number, and the Maintenance Resource Demand (MRD) Parameters vs the Candidate Maintenance Impact type parameters that are cataloged for each of the four aircraft categories within each of the supplemental data volumes.
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APPENDIX C

EXAMPLE

PARAMETER DATA GATHERING FORM
1. NATIONAL STOCK NUMBER AND/OR PART NUMBER? (QUICK REFERENCE LIST? YES OR NO)

2. LOCATION OF EQUIPMENT ON AIRCRAFT?

3. NUMBER OF EQUIPMENT (QPA) IN AIRCRAFT?

4. EQUIPMENT WEIGHT?
EXAMPLE EQUIPMENT DATA GATHERING FORM

5. EQUIPMENT VOLUME.

6. DENSITY OF EQUIPMENT (LBS. PER CUBIC FOOT) (COMPUTE FROM 4 AND 5 ABOVE)

7. WHAT IS THE SRU COUNT (COMPLEXITY) OF THIS EQUIPMENT?

8. WHAT IS THE OPERATING TEMPERATURE RANGE?

9. WHAT IF ANY IS THE METHOD OF COOLING THIS EQUIPMENT?
   AMBIENT AIR______
   FORCED AIR______
   LIQUID______
   OTHER (SPECIFY)______
10. WHAT TYPE OF PROTECTIVE DEVICES ARE USED WITH THIS EQUIPMENT?

11. NUMBER OF TEST POINTS FOR IN-CIRCUIT TESTING?

12. WHAT AGE OR TEST EQUIPMENT IS REQUIRED FOR MAINTENANCE ON THIS SUBSYSTEM?

13. WHAT PERCENT OF THE TIME IS THE REQUIRED AGE OR TEST EQUIPMENT AVAILABLE WHEN NEEDED?

14. WHEN USING THIS AGE OR TEST EQUIPMENT WHAT PERCENT OF THE TIME IS IT NOT RELIABLE?
15. AVERAGE OPERATING TIME BY TYPE MISSION?

A)  
B)  
C)  
D)  
E)  
F)  
G)  

16. WHAT GENERATES MOST OF THE MAJOR PROBLEMS?

A) ENVIRONMENT  
B) EQUIPMENT USAGE (OPS/MISSION)  
C) HARDWARE DESIGN  
D) RELATIVE VIBRATION LEVEL  
   HIGH MEDIUM LOW  

DISCUSSION:
17. What percent of the inflight squawks can be verified on the ground?

18. Do flying hours determine the failure rate of the subsystem or is it some other factor?

19. What is the number of on-off cycles?
   A) Per flying hour
   B) Per sortie

20. What is the ratio of equipment ground operating time to flying hours?
21. CAN MOST ABORTS AGAINST THE SPECIFIC SUBSYSTEM BE TRACED TO AN ACTUAL EQUIPMENT FAILURE? WHAT PERCENT?

22. WHAT IS THE AVERAGE CREW SIZE FOR A GIVEN MAINTENANCE ACTION?

23. WHAT FACTORS DETERMINE THE CREW SIZE FOR A GIVEN MAINTENANCE ACTION?

24. WHAT DEPOT IS PRIME ON THIS EQUIPMENT?