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USER'S MANUAL FOR THE AFSATCOM TERMINAL UPGRADES LIFE CYCLE COS--ETC(U)

OCT 81 W H BROWNING, D B PETERS

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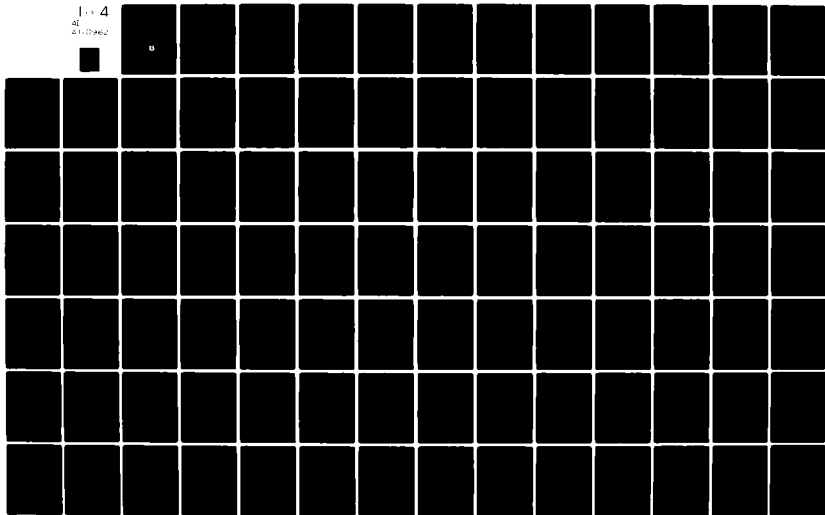
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USER'S MANUAL FOR THE AFSATCOM  
TERMINAL UPGRADES LIFE CYCLE COST MODEL

By

W. H. Browning and D. B. Peters

OCTOBER 1981

Prepared for

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DEPUTY FOR COMMUNICATIONS AND INFORMATION SYSTEMS  
ELECTRONIC SYSTEMS DIVISION  
AIR FORCE SYSTEMS COMMAND  
UNITED STATES AIR FORCE  
Hanscom Air Force Base, Massachusetts



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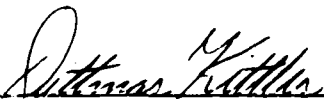
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included. The Model also considers three-level maintenance philosophies which include centralized intermediate maintenance facilities.

Volume I of this User's Manual provides detailed instructions for entering data and running the LCC Model through step-by-step instructions and illustrative runs. All Air Force inputs to the Model Equations are also provided. Volume II provides listings of the FORTRAN source code for the three programs comprising the Model.

This document is a part of the ATU Request for Proposal package and is specifically a supplement to the Statement of Work in that package.

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## TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1 INTRODUCTION TO THE ATU LCC MODEL	1
1.1 PURPOSE OF THIS DOCUMENT	1
1.2 APPLICATIONS OF THE MODEL	1
1.3 STRUCTURE OF THE MODEL	2
1.4 KEY ASSUMPTIONS	4
1.5 EXCLUDED COST ELEMENTS	7
1.6 FEATURES OF THE MODEL	8
1.6.1 Major Components of the Model	8
1.6.2 Model Input Parameters	9
1.6.3 Model Outputs	9
1.6.4 Interactive Use of the Model	12
1.7 DOCUMENT OVERVIEW	13
2 COST ELEMENT EQUATIONS	15
2.1 INTRODUCTION	15
2.2 SUBSCRIPT INDEXING CONVENTIONS	15
2.3 AUXILIARY CALCULATIONS	16
2.3.1 Failure Rates	16
2.3.2 Pipeline Spares	18
2.3.3 Maintenance Manhour Requirements	21
2.3.4 Calculation of Repair Level Fractions	27
2.3.5 Calculation of Procurement Quantities	30
2.3.6 Learning Curve Effects -- Function LC(I)	34
2.4 COST ELEMENT EQUATIONS	35
2.4.1 Production Cost Element (PRJDC)	35
2.4.2 Modification/Installation Cost Element (MIC)	36

TABLE OF CONTENTS  
(continued)

<u>Section</u>	<u>Page</u>
2.4.3 Operations Cost Element (OC)	38
2.4.4 Investment Spares Cost Element (ISC)	41
2.4.5 Replacement Spares Cost Element (RSC)	42
2.4.6 On-Equipment Maintenance Cost Element (ONMC)	42
2.4.7 Off-Equipment Maintenance Cost Element (OFMC)	44
2.4.8 Support Equipment Cost Element (TSEC)	47
2.4.9 ITEM Inventory Management Cost Element (IIMC)	49
2.4.10 Technical Orders Cost Element (STDC)	52
2.4.11 Maintenance Training Cost Element (MTRC)	55
3 LCC SENSITIVITY ANALYSIS CAPABILITY	63
3.1 INTRODUCTION	63
3.2 LCC SENSITIVITY ANALYSIS USING INCREMENTED DATA PARAMETERS	64
3.2.1 Global Unit Cost - XUC Multiplier	67
3.2.2 Global Failure Rate - XFR Multiplier	67
3.2.3 Global False Pull Rate - XFPR Multiplier	68
3.2.4 Global Maintenance Repair Times	68
3.2.5 Global Repair Materials Cost - XRM Multiplier	70
3.2.6 System Operational Lifetime	70
3.2.7 Mod/Installation Labor Manhours - XMIL Multiplier	73
3.2.8 ITEM Unit Cost	73
3.2.9 ITEM Failure Rate	74
3.2.10 ITEM False Pull Rate	76
3.2.11 ITEM Repair Materials Cost	78
3.2.12 CHLCC - Change in LCC for Repair Level Sensitivity	78
3.2.13 ITEM Intermediate Repair Fraction	82
3.2.14 ITEM Depot Repair Fraction	83
3.2.15 ITEM Condemnation Rate	84
3.3 SIMPLIFIED REPAIR LEVEL ANALYSIS CAPABILITY	85

TABLE OF CONTENTS  
(continued)

<u>Section</u>	<u>Page</u>
3.4 LCC SENSITIVITY TO IDENTIFY WHICH SRUS SHOULD BE LRUS	86
3.5 LCC SENSITIVITY ANALYSIS THROUGH GLOBAL MULTIPLIERS	92
4 OPERATING CHARACTERISTICS OF THE MODEL	95
4.1 GENERAL PROPERTIES OF THE LCC MODEL	95
4.1.1 Performance Characteristics	95
4.1.2 Organization of the Model	96
4.1.3 Operation of the Model	97
4.1.4 Configuration of the Model	98
4.1.5 Operation of the LCC Program	99
4.1.6 Operation of the RLA Program	101
4.1.7 Operation of the Preprocessor	102
4.1.8 Error Messages	102
4.2 GENERAL DESCRIPTION OF INPUTS, PROCESSING, OUTPUTS	102
4.2.1 Model Inputs	102
4.2.2 Model Processing	106
4.2.3 Model Outputs	110
5 AUXILIARY PROGRAMS: THE PREPROCESSOR AND REPAIR LEVEL ANALYSIS PROGRAMS	115
5.1 INTRODUCTION	115
5.2 PREPROCESSOR PROGRAM	116
5.3 REPAIR LEVEL ANALYSIS	117
5.3.1 Calculation of ITEM Costs	119
5.3.2 Procedure for Using the RLA Program	122
5.3.3 Analytical Basis for the Procedure	124

TABLE OF CONTENTS  
(concluded)

<u>Section</u>	<u>Page</u>
6 INPUT PARAMETERS AND VARIABLES	129
6.1 INTRODUCTION	129
6.2 INPUT DATA ELEMENTS AND GENERAL FILE STRUCTURES	129
6.3 AIR FORCE INPUTS	135
6.4 CONTRACTOR INPUTS	143
7 OPERATING PROCEDURES	165
7.1 INTRODUCTION	165
7.2 INPUT/OUTPUT DEVICE CHANNEL NUMBERS	166
7.3 PREPARATION OF DATA INPUT FILES	168
7.4 LCC PROGRAM DATA INPUT ERROR MESSAGES	200
7.5 OPERATION OF THE PREPROCESSOR	204
7.6 OPERATION OF THE LCC PROGRAM IN INTERACTIVE MODE	215
7.7 OPERATION OF THE LCC PROGRAM IN BATCH MODE	226
7.8 OPERATION OF THE RLA PROGRAM	229
7.9 DESCRIPTION OF MODEL OUTPUT TABLES	231
APPENDIX A, GLOSSARY OF VARIABLES	237
APPENDIX B, ILLUSTRATIVE COMPUTER RUNS	269
APPENDIX C, GLOSSARY OF ACRONYMS	323
DISTRIBUTION LIST	325

## LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
1-1     Structure for ATU Terminal Equipment	5
1-2     Simplified System Diagram of the ATU LCC Model	10
4-1     Operation of the LCC Model for One Design Study	98
4-2     Operation of the LCC Program	100
5-1     Process of the Repair Level Analysis	118
6-1     Logistic Structure for ATU Terminal Equipment	155
7-1     Generalized Example of Data File 1	169
7-2     Base Configuration - Data File 2	173
7-3     Platform Operation - Data File 3	175
7-4     Platform Terminal & Non-Recurring Mod/I- Data File 4	177
7-5     Platform Recurring MOD/I - Data File 5	179
7-6     Platform Deployment at Bases - Data File 6	181
7-7     Support Equipment Data - Data File 7	183
7-8A    ITEM Equipment - Data File 8A	185
7-8B    LRU/SRU Cross Reference Data - Data File 8B	187
7-9A    ITEM Maintenance - Data File 9A	189
7-9B    ITEM Technical Order, Training, and SE Software Development Data - Data File 9B	191
7-10    ITEM/SE Cross Reference - Data File 10	193
7-11A   ITEM Configuration on Platforms - Data File 11A	197

LIST OF FIGURES  
(concluded)

<u>Figure</u>		<u>Page</u>
7-11B	LRU Configuration on Platforms - Data File 11B	199
7-12	Normal Preprocessor Execution -- No Errors Detected	212
7-13	Normal Preprocessor Execution -- Errors Detected	213
7-14	Abnormal Termination of Preprocessor Execution	214
7-15	Sample User Terminal Interactive Session	222
7-16	Data File for Batch Mode Version of Figure 7-15	227
7-17	Typical Data File for Batch Mode	228
7-18	Data File for Six LCC Runs for RLA Input	230



## LIST OF TABLES

<u>Table</u>	<u>Page</u>
1-1      ATU LCC Model Cost Elements	3
2-1      Results of Different Values of RL(I)	27
2-2      Calculation of Repair Level Fractions	28
2-3      Results of Non-Zero Values of R	29
3-1      Sensitivity Analysis Data Parameters	64
5-1      Different Cases of Repairing	120
5-2      Model Specifications of Repairing Cases	121
5-3      Model Specifications of Repair Levels	128
6-1      Structure and Content of Input Data Files	131
6-2      Consolidated List of Data Elements in Input Data Files	132
6-3      Values for Air Force Inputs to Data File 1, System-Wide Scalar Parameters	136
6-4      Values for Air Force Inputs to Data File 2, Base Configuration Data	140
6-5      Values for Air Force Inputs to Data File 3, Platform Operation Data	141
6-6      Values for Air Force Inputs to Data File 4, Platform Terminal Data and Non-Recurring Mod/Installation Data	142
6-7      Values for Air Force Inputs to Data File 5, Platform Recurring Mod/Installation Data	144
6-8      Values for Air Force Inputs to Data File 6, Average Platform Deployment Quantities by Base Type (NPLT(NP,NS))	145

LIST OF TABLES  
(concluded)

<u>Table</u>		<u>Page</u>
6-9	Cost Elements to be Included in Production Cost Element Calculations	149
7-1	LCC Input/Output Device Channel Numbers	166
7-2	RLA Input/Output Device Channel Numbers	167
7-3	Preprocessor Input/Output Device Channel Numbers	167
7-4	System-Wide Scalar Parameters	170
7-5	Summary of Preprocessor Error Messages	206

## SECTION 1

### INTRODUCTION TO THE ATU LCC MODEL

#### 1.1 Purpose of This Document

This User's Manual is for the Air Force Satellite Communications System (AFSATCOM) Terminal Upgrades (ATU) Life Cycle Cost (LCC) Model. The ATU program will provide several new capabilities to the existing AFSATCOM system. The support costs for the assumed 15 year lifetime of the ATU equipment may constitute a significant portion of the total system LCC. For this reason, an LCC Model has been created to assist in analyzing these costs and to provide a means of influencing the ATU terminal designs.

This User's Manual is directed to the contractor's Design to Cost/Life Cycle Cost (DTC/LCC) engineer or analyst, and also to persons preparing input data for the Model, or making computer runs with the Model. The rationale for each of the cost element equations is discussed to assist the design engineer in interpreting the outputs of the Model and using these results as an integral part of the ATU design process. Detailed instructions for entering data and running the LCC Model are provided through step-by-step instructions and illustrative runs. All Air Force inputs to the Model equations are also provided.

#### 1.2 Applications of the Model

This Model has been tailored to the ATU program in its structuring of terminal equipment and in the particular trade-off analyses which it supports. The Model emphasizes system support costs and design related cost drivers which are unique to the ATU program. The logistics support of ATU may depend in part on existing AFSATCOM support equipment, such as maintenance bench sets (MBSs). This LCC Model will allow the contractors to perform trade-off studies comparing the usage of this support equipment to new support equipment. Other performance characteristics such as reliability and installation and other costs such as maintenance training and government furnished equipment (GFE) are also considered.

This document is a part of the ATU Request for Proposal (RFP) package, and is specifically a supplement to the Statement of Work (SOW) in that package. It is anticipated that this LCC

Model will be used by contractors as a tool in performing cost trade-offs on ATU design alternatives.

### 1.3 Structure of the Model

The core of the LCC Model is a set of equations used to determine values for cost elements and subelements from the input parameters. The eleven cost elements used are shown in Table 1-1.

The Model characterizes the ATU system in terms of prime mission equipment (PME) terminals installed on host platforms. Host platforms include airborne command posts, such as the E-4B and the EC-135, and ground command posts. Host platforms are deployed at operational sites or bases. PME installed on host platforms is broken down into Line Replaceable Units (LRUs) which in turn are broken down into Shop Repairable Units (SRUs). LRUs and SRUs are both given the generic name ITEMS. In addition to equipment installed on host platforms, there are initial and replacement spares for LRUs and SRUs. LRUs are typically black boxes, while SRUs are typically printed circuit board assemblies or modules. The Model also provides for support equipment (SE) (both common and peculiar) that is used in the maintenance and test of ITEMS. It distinguishes between Support Equipment needed for repair, and that needed only for bench checks. Maintenance is performed at bases and at depots. To reduce the number of input parameters, the size of files and the amount of data processing, both host Platforms and operating Bases have been aggregated into a small number of groupings. Only the average properties need to be specified for most of the parameters defining each group.

The Air Force establishes the identification and classification of host platforms and operational bases while the contractor structures the ITEMS and the support equipment. The overall functional characteristics of terminals are defined by Air Force requirements, but the determination of what ITEMS are needed in each type of terminal is a contractor function.

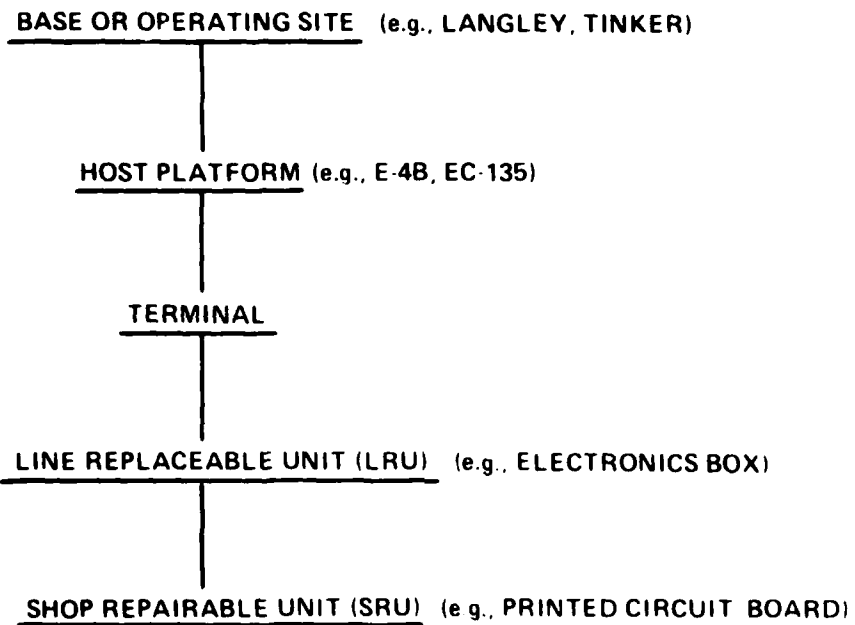
Table 1-1  
ATU LCC Model Cost Elements

<u>Cost Element</u>	<u>Source</u>
FSEDC = Full Scale Engineering Development	Contractor input
PRODC = Terminal procurement	Cost Element 1
MIC = Integration of terminals into platforms	Cost Element 2
OC = Operational labor cost and added fuel cost	Cost Element 3
ISC = Investment Spares (pipeline and safety spares)	Cost Element 4
RSC = Replacement Spares	Cost Element 5
NMC = On-Equipment Maintenance	Cost Element 6
OFMC = Off-Equipment Maintenance	Cost Element 7
SEC = Support Equipment Procurement	Cost Element 8
IIMC = ITEM Inventory Management	Cost Element 9
STDC = Technical Orders	Cost Element 10
MTRC = Maintenance Training	Cost Element 11

#### 1.4 Key Assumptions

The overall assumptions made in structuring the ATU LCC Model are discussed below.

- o Steady State The model is a steady state model. This implies that all recurring costs are assumed to be constant from year to year. Average costs are computed based on peacetime usage and deployment of ATU equipment.
- o Equipment Structure ATU equipment is structured as shown in Figure 1-1. Equipment includes terminals composed of ITEMS. SRUs are defined here to include modules. ITEMS may be Contractor Furnished Equipment or GFE. GFE is incorporated in the Model only if it must be modified for operation in the ATU system. The contractor is responsible for establishing what LRUs and SRUs are required to implement its particular ATU system design, and what their properties will be. In its input logistic parameters for modified GFE, the contractor is required to account for the difference between the cost of maintaining the modified GFE and the cost of maintaining the unmodified GFE.
- o Platform Structure ATU terminals (B-Kits) and integration equipment (A-Kits) will be installed (by the Air Force) on airborne and surface-based host Platforms, which are associated with sites (e.g. Bases), as shown in Figure 1-1. For convenience, and to reduce the amount of data inputs and the volume of data processing, both host Platforms and operating Bases are treated statistically, that is, they are aggregated into a small number of groups, and average properties used for group characteristics.
- o System Lifetime All equipment (including both airborne and surface based) are assumed to have the same Planned Inventory Utilization Period (PIUP) of 15 years.
- o Constant Dollars The cost equations do not explicitly contain time as a variable. Costs are computed in constant Fiscal Year (FY) 1982 dollars, and are not discounted. The contractor must, therefore, enter all cost data to the Model in constant FY 1982 dollars.
- o FSED Cost The cost of the Full Scale Engineering Development (FSED) Program is not computed within the Model. The user must derive this cost through an analytical effort of his own, and enter this cost as an input to the Model. This cost is then passed through and included in the Model output tables.



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Figure 1.1. STRUCTURE FOR ATU TERMINAL EQUIPMENT

- o Production Cost The production cost (variable PRODC) includes the hardware cost for all terminal equipment plus other non-hardware production costs associated with each terminal type. A learning curve is incorporated into the equation to reflect the decreasing production cost due to large procurement quantities.
- o Mod/Installation Cost The modification/installation (MOD/I) cost (variable MIC) includes the costs of installing ATU terminals into their associated host platforms. A non-recurring cost to develop the required modifications and installations and a recurring cost to perform these mod/installations is included.

Support Philosophy Assumptions:

- o The ATU maintenance philosophy is assumed to be the same as that for AFSATCOM, namely that there are three levels of repair, and that certain resources at the same base may be shared among the repair of different LRUs and SRUs.
- o The three levels of repair are:
  - Organizational: Remove and replace LRUs.
  - Intermediate: Fault isolate to the SRU level, remove and replace faulty SRUs.
  - Depot: Repair SRUs.
- o The four base types are:
  - Independent bases: These bases have a repair capability which is supported only by the main depot. Independent bases do not support any other bases.
  - CIMFs: (Centralized Intermediate Maintenance Facilities) These bases have a repair capability which provides maintenance support to satellite or secondary bases. CIMFs are supported only by the main depot.
  - Satellite bases: These bases have no repair capability other than removing and replacing LRUs. Satellite bases are dependent on CIMFs for maintenance support.



- Repair depots: Depots perform the last level of maintenance. It is assumed that there is only one depot which serves the entire logistics system.

- o In addition to failures of LRUs, false pulls of LRUs are accounted for. Therefore all failures (and false pulls) which occur at a satellite base are first sent to the associated CIMF (even if the repair is eventually performed at the depot). Satellite bases also receive replacement spares from the CIMF. A satellite base does not possess the capability to identify false pulls. All false pulls are identified at the intermediate (e.g., CIMF) level.
- o All failed and falsely pulled LRUs are bench checked at the intermediate level before repair. In addition, SRUs which are removed from LRUs at the intermediate level are bench checked before repair, discard, or being sent to the depot.
- o Maintenance personnel at all bases and the depot are assumed to be non-dedicated to ATU, so that maintenance labor costs are accrued on an hours-per-repair basis.
- o Average peacetime operating hours are used to determine Initial Spares and Support Equipment requirements.
- o The Model considers corrective maintenance only, and assumes that there will be no preventive maintenance.
- o The repair level decision for any specific ITEM does not depend on its base location (i.e., maintenance policy applies uniformly system-wide).
- o For ITEMS which are discarded on failure, no initial spares are supplied at the depot. It is assumed that for such ITEMS any spares at the depot will have been used up as replacement spares by the end of the life cycle of the system.

#### 1.5 Excluded Cost Elements

The "Life Cycle Cost" computed by the Model excludes some cost elements. The following elements, in particular, are excluded:

- o All advanced development cost and non-contractor FSED related cost.
- o The cost of any acceptance testing of the equipment by or for the Air Force.

- o The cost of operating the aircraft or ground terminals, including fuel and operational labor.
- o System enhancement costs for correcting or enhancing the system after it is in operation. These are difficult to predict at this stage of the program, and so are not included.
- o Base operating and support costs, personnel movement costs, and other costs that are not directly attributable to the design characteristics of the ATU system.

#### 1.6 Features of the Model

In this section, the components of the ATU LCC Model are identified. The general structure of the Model and how it relates to the ATU program is discussed. The types of inputs and outputs which the Model uses and generates are presented. Finally, the interactive use of the LCC Model is discussed.

##### 1.6.1 Major Components of the Model

The ATU LCC Model computer program consists of four main components. These consist of one basic component and three supplementary ones.

The LCC Program The basic component implements a set of equations, detailed in Section 2, which compute the life cycle cost of the ATU system based on the values of the input parameters corresponding to a particular system design. The output of this first component gives the total LCC and also the LCC broken out into the eleven top-level cost elements shown in Table 1-1, and various subelements. The breakdown of Life Cycle Cost into various categories is intended to help the user identify areas in which design and cost trade-offs should be made.

The Sensitivity Equations The second component of the LCC computer program is a supplementary routine which provides a prestructured Sensitivity Analysis computation to be used as an additional aid in trade-off considerations. (This capability is detailed in Section 3.) More specifically, for certain selected contractor parameter inputs, this program component computes the average change (either positive or negative) in total LCC which is produced by a fractional increase in the value of the given parameter. Sensitivity studies are of two types, those dealing with changes in global or system-wide parameters, and those dealing with changes on a per-ITEM basis.

The Preprocessor Program The third component of the program is a preprocessor which is designed to run in concert with the ATU LCC Model. The preprocessor's functions include creating an ITEM-in-platform matrix given an LRU-in-platform matrix and an SRU-in-LRU matrix, and scanning input files for various format errors. Details of the preprocessor are given in Section 5.2.

The Repair Level Analysis Program The fourth component of the LCC computer program is a supplementary routine which carries out a Repair Level Analysis (RLA). The procedure and equations for RLA are described in Section 5.3. This routine determines the maintenance costs associated with each possible repair level decision on each ITEM. Possible repair level decisions are base repair, depot repair, or discard. The routine then determines the repair level choice for each ITEM that will minimize LCC.

#### 1.6.2 Model Input Parameters

A very simplified system diagram for the Model, identifying major inputs and outputs, is shown in Figure 1-2.

The Model contains a large number of input parameters -- some furnished by the Air Force, and some developed by the contractor. These parameters are contained in fourteen input data files. The data files are described in detail in Section 6.

In addition to the fourteen basic input files for the Model, as described above, there are inputs used with the supplementary features of the Model. These inputs are Air Force sensitivity analysis inputs that are used to generate desired increments in selected input parameters.

All of the input parameters are described in detail in subsequent sections of this Manual.

#### 1.6.3 Model Outputs

There are several types of printouts provided by the Model, as described briefly below.

The LCC program generates a set of input tables echoing the input data, and a set of output tables documenting the results of the Model's execution. The results of the sensitivity analysis are combined into a single output table. The preprocessor generates two tables, one echoing the input matrix and one displaying the created output matrix. Finally, the Repair Level Analysis Program generates

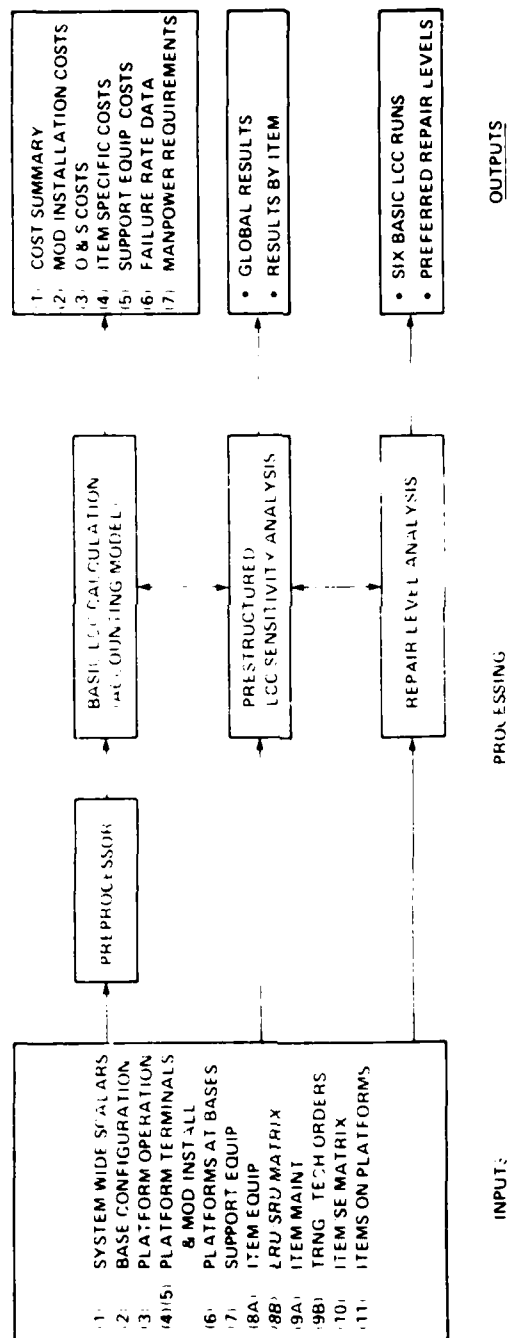


Figure 1-2. Simplified System Diagram of ATU LCC Model

two echo input data tables and one output table showing the computed repair level decisions.

1.6.3.1 LCC Calculation Outputs contain the cost elements and subelements making up the total LCC of the contractor's ATU design, as well as quantities of spares, support equipment, and other significant supporting data. Also shown are costs, failures and other ITEM data, and costs broken out by type of platform. These results are displayed in seven output tables, with the titles listed below:

Output Table 1: Summary by Cost Element

Output Table 2: Platform Mod/Installation Cost

Output Table 3: Operation and Logistic Support Cost Elements

Output Table 4: ITEM-Specific Cost & Maintenance (three-part table)

Output Table 5: Support Equipment Requirements and Costs

Output Table 6: Platform/Terminal Failure Rate Data

Output Table 7: Manpower Requirements (for maintenance and data management)

1.6.3.2 Sensitivity Analysis Outputs provide the results from a set of prestructured LCC sensitivity analyses. One set of outputs defines the approximate changes in total LCC due to prescribed increments in certain "global" or system-wide multiplying factors. These factors affect program operational lifetime, all ITEM costs, all ITEM failure rates, all ITEM maintenance times and repair materials and all false pull rates. A second set of outputs is devoted to unit costs, per ITEM-specific LCC changes due to increments in per ITEM unit costs, per ITEM failure rates, per ITEM repair materials, and per ITEM false pull rates. In addition, a very simple repair level calculation, in which each ITEM is considered independently of other ITEMS, is also presented. The result of each of these ITEM-specific investigations is printed in a format that ranks the first n ITEMS in accordance with the increment in total LCC.

1.6.3.3 Preprocessor Outputs are contained in one table which shows the ITEM deployment by platform matrix which the program created.

1.6.3.4 Repair Level Analysis Outputs are in two parts. First, LCC values for six basic runs with different limiting cases of repair approaches for all LRUs and all SRUs are shown, and second, preferred repair levels for each individual LRU and SRU are displayed. Repair level options for each item are (1) repair at base, (2) repair at depot, (3) discard on failure.

#### 1.6.4 Interactive Use of the Model

The ATU LCC Model is designed for interactive use via a time-shared capability. This permits the analyst to make inputs to the Model at all steps of the calculations. The LCC Model may, however, easily be used in the batch mode as well.

A brief description of the organization of the full LCC Model, in its interactive mode, is as follows: First, the nominal values of standard input data files (which include Air Force and contractor data) are read into the model. Next, certain control parameters (e.g., instructions for output format) are input by the user from his terminal. At this point, the user may also override the nominal values of any selection of previous data inputs. Control is then transferred to the computer processor where the program calculates successively the life cycle cost of the modelled ATU program and the related values of the sensitivity analyses. The output of these computations is then directed to two separate devices. If the appropriate control parameter indicates that an off-line copy of output data is required, then the complete set of program output is produced on the off-line printer, including the LCC broken out into various categories and the sensitivity analysis values of all designated input factors. In addition, the user may request that a subset of the LCC output and the values of the sensitivity analysis calculations for a selected number of "most significant" input factors be displayed at his/her terminal.

The user is then asked at the terminal if he wishes another run. A "NO" response terminates the program. A "YES" response transfers the user back to the second step in the system operation where he may input new values for the control parameters and/or override the nominal values of a different selection of previous data inputs and then make a new run of the LCC Model. The user can make as many successive modifications of his data and reruns of the LCC Model in this interactive mode as he wishes. Alternatively, if the user wishes to perform a detailed analysis of the LCC output and sensitivity analysis factors before he reruns the model, he can terminate the program and use the off-line output as an aid in re-evaluating his ATU system design and maintenance concepts. (See

Section 7 of this Manual for a full discussion of the LCC Model interactive capability.)

#### 1.7 Document Overview

This document contains seven sections and three appendices.

Section 1 (Introduction) describes the assumptions underlying the Model and summarizes its structure, components, and operating modes.

Section 2 (Cost Element Equations) describes the equations for all of the cost elements making up the basic LCC calculation, and identifies the parameters and variables involved.

Section 3 (LCC Sensitivity Analysis Capability) provides equations for a supplementary capability of the Model, namely prestructured sensitivity analyses on both a global (system-wide) basis and by equipment types.

Section 4 (Operating Characteristics) describes modes of operation, programming approach, equipment configuration required, performance characteristics and the nature of the Model data base. This section presents, therefore, an overview of the material contained in the last three sections, for the reader seeking such a synopsis.

Section 5 (Auxiliary Programs: The Preprocessor and Repair Level Analysis Programs) describes the two supplementary capabilities of the Model, namely a preprocessor to assist the user in constructing one of the large data files, and a methodology and the corresponding equations for investigating which repair level approaches, by ITEM, should lead to the lowest maintenance costs.

Section 6 (Input Parameters and Variables) identifies all inputs to the Model, provides values for inputs furnished by the Air Force, and gives instructions for the determination of Contractor inputs.

Section 7 (Operating Procedures) describes how inputs and outputs are structured, how input files are prepared, how operations are conducted in the interactive and the batch modes, and what output tables are generated.

Three appendices are provided, namely: A. Glossary of Variables, B. Illustrative Computer Runs, and C. Glossary of Acronyms. Volume II of this document contains a complete set of FORTRAN source code listings for the Model.

It is recommended that a reader of this user's manual who wants an overview of the nature and capabilities of the Model read sections 1 and 4. An LCC analyst and users of the Model should read sections 1, 4 through 7, and appendix B, reserving sections 2 and 3 for use as reference.



## SECTION 2

### COST ELEMENT EQUATIONS

#### 2.1 Introduction

This section presents the detailed equations for the cost elements identified in Section 1. Also identified are the motivations and specific assumptions underlying the structure of each of these equations. This LCC Model includes several variables which are not required for the ATM Model implementation for program specific reasons. This section presents the complete Model while Section 6 provides specific instructions for entering each variable, including instructions for unused variables.

To avoid redundancy, variables are defined only the first time that they appear in an equation. The glossary in Appendix A provides a reference if the reader wishes to recheck the definition of variables on subsequent occurrences.

The total system-wide life cycle cost (LCC) is computed as the sum of the following eleven cost elements:

PRODC - Production	OFMC - Off-Equipment Maintenance
MIC - Modification/Installation	SEC - Support Equipment
OC - Operations	IIMC - ITEM Inventory Management
ISC - Investment Spares	STDC - System-Wide Technical Orders
RSC - Replacement Spares	MTRC - Maintenance Training
ONMC - On-Equipment Maintenance	

#### 2.2 Subscript Indexing Conventions

The indices of subscripted variables which appear in all equations in this User's Manual adhere to the following conventions. The values in parentheses indicate the allowable range of the subscript.

I - ITEM type (1-150)  
 NP - platform grouping (1-5)  
 NS - base type (1-10)  
 L - support equipment type (1-120)  
 M - mode of modification/installation on platforms (1-3)  
 IA - equipment location on platforms for modification/installation (1-4)

### 2.3 Auxiliary Calculations

The equations for certain internally computed quantities (i.e. not direct data inputs) which appear frequently within the cost element and sensitivity analysis equations are presented. This format will serve both to highlight the importance of these internally computed variables and to facilitate the presentation of the cost element and sensitivity analysis equations in the following sections.

#### 2.3.1 Failure Rates

First the average number of removed failures for each ITEM type I at each base is calculated:

FAIL(I,NS) = the average number of removed failures (not including repairs in place or false pulls) of ITEM type I per month at each base of type NS (from all platforms NP deployed at the base), given by the equation:

$$\text{FAIL}(I,NS) = \sum_{NP} [\text{NITEM}(I,NP) * (1 - \text{RIP}(I)) * \text{NPLT}(NP,NS) * \text{APFH}(NP,LO(NS)) * \text{TFAC}(NP) * \text{KFAC}(LE(NP)) / \text{MTBMI}(I,LE(NP))] * \text{XFR}$$

where

NITEM(I,NP) = Average number of ITEMS of type I installed on each platform within grouping NP.

RIP(I) = fraction of maintenance incidents of ITEM type I which are met by repair-in-place with piece parts.

NPLT(NP,NS) = average number of platforms of type NP located at each base of type NS.

APFH(NP,LO(NS)) = average operating hours per month for platform type NP operating at base location LO(NS).

TFAC(NP) = average fraction of operating time of platform type NP that ATU terminal equipment is activated.

KFAC(LE(NP)) = the reliability factor used to convert predicted failure rates to operational failure rates as a function of the environment LE(NP) of platform NP (See Section 6.3.2)

MTBMT(I,LE(NP)) = predicted mean operating hours between maintenance actions, over the life cycle, for an ITEM of type I operating in environment LE(NP), including maintenance actions involving repair-in-place with piece parts; e.g., replacing indicator lights. Should be calculated so as to represent the series, rather than system, failure rate of ITEM type I, including an adjustment for "duty cycle", as indicated in MIL HDBK 217B. (See Section 6.4.10)

XFR = failure rate multiplier factor (may be used to globally adjust all ITEM failure rates for system trade-off studies).

LO(NS) = location of base NS, defined as:  
 1, if base NS is within continental U.S.,  
 2, if base NS is a Pacific base,  
 3, if base NS is a European base

LE(NP) = operating environment of platform NP, equals:  
 1, for Airborne-fighter platforms  
 2, for Airborne-cargo platforms  
 3, for Ground-fixed/transportable platforms  
 4, for Ground-mobile/manpack platforms

### 2.3.2 Pipeline Spares

Next, the ITEM pipelines spares at the bases and at the depot are computed, i.e., the average number of ITEMS of a given type I which are awaiting corrective maintenance action or replacement in supply at each location. These calculations are used to compute initial spares requirements, and are based on monthly failure rates.

$NFB(I,NS)$  = expected number of failures of ITEM type I in base NS pipeline, given by the two cases:

(i) For a satellite base NS,

$$NFB(I,NS) = FAIL(I,NS) * LRU(I) * (1 + XFPR * FPR(I)) * OSTC$$

where

OSTC = average order & shipping time from a satellite base to its associated CIMF (in months)

$LRU(I)$  = LRU (line replaceable unit) indicator, equals 1 if ITEM type I is an LRU and equals 0 otherwise.

$FPR(I)$  = false pull rate of ITEM type I; i.e., that multiple of actual failures which are removed but haven't failed.

$FPR(I)$  should be calculated so as to satisfy the equation:

$$(\# \text{ of removals}) = (1 + FPR(I))(\# \text{ of failures of ITEM } I).$$

$XFPR$  = false pull rate multiplier factor (may be used to globally adjust all ITEM false pull rates for system trade off studies)

(ii) For an Independent or CIMF base,

$$\begin{aligned} NFB(I,NS) = & FAIL(I,NS) * (LRU(I) + RTS(NHI(I))) * [(FPR(I) * XFPR \\ & + RTS(I)) * BRCT + (NRTS(I) + COND(I)) * OST(LO(NS))] \\ & + CIMF(NS) * \left\{ \sum_{\substack{B \\ NHB(B)=NS}} FAIL(I,B) * NBC(B) \right\} * (LRU(I) + RTS(NHI(I))) \\ & * [(RTS(I) + FPR(I) * XFPR) * CRCT + (NRTS(I) + COND(I)) \\ & * (OST(LO(NS)) + U(FPR(I) * XFPR) * CRCT)] \end{aligned}$$

where

RTS(I) = fraction of (removed) failures of ITEM type I  
which are repairable at the intermediate level  
(RTS = repairable this station)

NRTS(I) = fraction of failures which must be repaired at  
the depot level (NRTS = not repairable this station)

COND(I) = fraction of failures which are discarded, either due to  
wearout or on the basis of an RLA decision.

Note: The RTS(I), NRTS(I) and COND(I) fractions refer only to failures which are removed from the host platform and specifically do not apply to failures repaired-in-place or to false pulls. In addition, for each ITEM type I, these fractions must satisfy the identity:

$$RTS(I) + NRTS(I) + COND(I) = 1.0$$

For the purposes of the automated repair level analysis capability, explained in Section 7, the value of COND(I) actually input by the user should represent only the fraction of failures discarded due to wearout (assuming that, if repair is possible, it is performed). The definition of COND(I) given in the Glossary of Variables (Appendix A) reflects this. However, the user has the option to input the discard-on-failure repair level decision for an ITEM via the repair level code variable, RL(I), defined in Section 2.2.4 and Appendix A.

OST(LO(NS)) = average order & shipping time in months from a base NS to the depot (dependent on the location of the base LO(NS))

BRCT = base repair cycle time, amount of time from removal of failed (or falsely pulled) ITEM at the base until repair at the (same) base and return of the ITEM to base inventory (in months).

CRCT = amount of time from removal of a failed ITEM at a satellite base until ITEM is shipped to and repaired at the associated CIMF base and returned to CIMF inventory (in months).

NHB(NS) = for satellite bases of type NS, equals the index of the CIMF base on which it is dependent and equals 0 if base NS is not a satellite base.

CIMF(NS) = CIMF base indicator, equals 1 if base NS is a CIMF base (i.e., if BTYPE(NS)=2) and equals 0 otherwise.

BTYPE(NS) = base type indicator; equals: 1, if base NS is an independent base; 2, if base NS is a CIMF; 3, if base NS is a satellite base.

NBC(NS) = for a satellite base NS, equals the number of bases of type NS which occur within the CIMF system which contains base NS and equals 0 if base NS is not a satellite base.

NHI(I) = for ITEM types I which are SRUs (shop repairable units), equals the index of the next higher level indentured ITEM in which ITEM I is contained (with the convention that NHI(I) = 0 if ITEM type I is an LRU).

Note: The use of the term  $RTS(NHI(I))$  above allows for the fact that an SRU can only be repaired at the intermediate level if its next higher indentured ITEM,  $NHI(I)$ , was repaired at that level. If ITEM type I is an LRU (so that  $NHI(I) = 0$ ) then the Model sets " $RTS(0) = 0$ " and  $LRU(I) = 1$  so that the above equation simplifies to a form suitable for LRUs. Thus, for both SRUs and LRUs, the expression " $(LRU(I) + RTS(NHI(I)))$ " represents the fraction of the time that a failed ITEM of type I is available for repair (i.e., removed from its next higher assembly) at the base level. Hence, this expression is used as a "correction factor" throughout the equations which appear in Sections 4 and 2. In these equations the convention that  $RTS(0) = NRTS(0) = COND(0) = 0$  is used to allow for the case when  $NHI(I) = 0$ .

Also above,

U = positive quantity indicator function, for any number X,

$$U(X) = \begin{cases} 1 & \text{if } X > 0 \\ 0 & \text{if } X \leq 0 \end{cases}$$

For the depot:

NFD(I) = expected number of failures of ITEM type I in the depot pipeline, given by:

$$NFD(I) = \sum_{NS} FAIL(I, NS) * TNB(NS) \\ * \left\{ [LRU(I) + RTS(NHI(I))] * NRTS(I) * DRCT(LO(NS)) \right. \\ \left. + NRTS(NHI(I)) * (1 - COND(I)) * DAD \right\}$$

where

TNB(NS) = total number of bases within the entire ATU system which are (treated as being) identical to base NS.

DRCT(LO(NS)) = amount of time in months from shipment of a failed ITEM from base NS to the depot until it is received and repaired at the depot and returned to depot inventory (as a function of the location LO(NS) of base NS).

DAD = average depot handling and repair time in months from removal of a failed ITEM at the depot until it is repaired and placed in depot inventory.

Note: NFD(I) = 0 if COND(I) = 1; i.e., no sparing provision is made at the depot for discard-on-failure ITEMS (or "worn-out" condemnations).

### 2.3.3 Maintenance Manhour Requirements

The next set of "Auxiliary Calculations" deal with ITEM corrective maintenance manhour requirements at various locations and with related support equipment utilization. Specifically,

ERHBI(I, NS) = expected intermediate level maintenance manhours per month expended at a base of type NS in maintenance of ITEM type I, computed by the conditions:

$$ERHBI(I,NS) = \begin{cases} 0, & \text{if base NS is a satellite base} \\ EBCBI(I,NS) + ERTBI(I,NS), & \text{if base NS is an independent base or a CIMF} \end{cases}$$

where

EBCBI(I,NS) = expected intermediate-level maintenance manhours per month expended at a base of type NS in bench checking of ITEM type I,

ERTBI(I,NS) = expected intermediate-level maintenance manhours per month expended at a base of type NS in repair of ITEM Type I,

and these two variables are computed as follows:

EBCBI(I,NS) = ERTBI(I,NS) = 0 if base NS is a satellite base; or

$$\begin{aligned} EBCBI(I,NS) = & \text{FAIL}(I,NS) * (\text{LRU}(I) + \text{RTS}(\text{NHI}(I))) \\ & * (1 + \text{XFPR} * \text{FPR}(I)) * \text{BCM}(I) * \text{BMF} \\ & + \text{CIMF}(NS) * \left\{ \sum_{\substack{B \\ \text{NHB}(B)=NS}} \text{FAIL}(I,B) * \text{NBC}(B) \right\} * (\text{LRU}(I) + \text{RTS}(\text{NHI}(I))) \\ & * [(\text{RTS}(I) + \text{NRTS}(I) + \text{FPR}(I) * \text{XFPR} \\ & + \text{U}(\text{FPR}(I) * \text{XFPR}) * \text{COND}(I)) * \text{BCM}(I)] * \text{BMF}, \text{ otherwise.} \end{aligned}$$

and

$$\begin{aligned} ERTBI(I,NS) = & \text{FAIL}(I,NS) * (\text{LRU}(I) + \text{RTS}(\text{NHI}(I))) * \text{U}(1 - \text{COND}(I)) \\ & * \text{RTS}(I) * \text{BM}(I) * \text{BMF} \\ & + \text{CIMF}(NS) * \left\{ \sum_{\substack{B \\ \text{NHB}(B)=NS}} \text{FAIL}(I,B) * \text{NBC}(B) \right\} * (\text{LRU}(I) + \text{RTS}(\text{NHI}(I))) \\ & * \text{U}(1 - \text{COND}(I)) * \text{RTS}(I) * \text{BM}(I) * \text{BMF} \end{aligned}$$



where

BCMH(I) = average manhours to perform a base shop bench check, screening and fault verification of the removed ITEM prior to initiating repair action or condemning the ITEM.

BMH(I) = average manhours at a base to perform intermediate-level corrective maintenance of a failed ITEM of type I, including fault isolation, repair and verification.

BMF = base repair maintenance factor, to be applied to repair times to allow for time to get test equipment, parts, etc.

At the depot,

ERHD(I) = expected manhours per month expended at the depot in repair of ITEM type I, calculated via the equation:

$$ERHD(I) = \sum_{NS} FAIL(I, NS) * TNB(NS) * [(LRU(I) + RTS(NHI(I))) * NRTS(I) + NRTS(NHI(I)) * (1 - COND(I))] * DMH(I) * DMF$$

where

DMH(I) = average manhours to perform depot-level corrective maintenance on a failed ITEM of type I, including bench check-out, screening, fault verification and isolation, repair action and repair verification.

DMF = depot repair maintenance factor, to be applied to repair times to allow for time to get test equipment, spare parts, etc.

Any of three different types of support equipment (SE) may exist at a base in addition to common support equipment (CSE). They are peculiar support equipment (PSE), a maintenance bench set (MBS), and a universal card tester (UCT). At certain bases, designated by the user, an MBS or UCT will be installed to exercise the built-in-test equipment (BITE) of an ITEM. Other PSE may also be needed for the check-out and/or repair of an ITEM at these bases. If an ITEM at a base is not serviced by the MBS or UCT which exists at the base or neither an MBS nor a UCT is utilized at the base, then the ITEM will be checked-out and/or repaired by PSE and CSE only.

For support equipment utilization, then,

ERHAB(L,NS) = expected utilization of support equipment type L at a base of type NS in hours per month, computed by:

$$ERHAB(L,NS) = \sum_I EBCBI(I,NS) + \sum_I ERTBI(I,NS)$$

$$SECODE(I,RMI(I,NS),L) > 1 \quad 0 < SECODE(I,RMI(I,NS),L) < 3$$

where

SECODE(I,IRM,L) = requirement indicator for support equipment type L with respect to ITEM type I and ITEM repair mode IRM, equals:

- 0, if SE type L not required for any maintenance of ITEM type I,
- 1, If SE type L required for repair but not base shop bench check of ITEM type I,
- 2, if SE type L required for both repair and base shop bench check of ITEM type I,
- 3, if SE type L required for base shop bench check but not repair of ITEM type I.

IRM = index referring to the various repair modes which an item may have, equals:

- 1, if the ITEM is repaired at the depot level;
- 2, if the ITEM is repaired at the base level by PSE only;
- 3, if the ITEM is repaired at the base level by an MBS plus additional PSE if needed;
- 4, if the ITEM is repaired at the base level by a UCT plus additional PSE if needed.

RMI(I,NS) = A value of IRM defining the particular item repair mode which item type I will have at base NS, equals:

- BSP(NS)+1, if the MBS or UCT at base type NS is capable of servicing ITEM type I;
- 2, if IRM=2 for ITEM type I;
- 1, otherwise.

(Note that if RMI(I,NS) equals 1 or 2 then check-out and/or repair of ITEM type I will be performed by PSE only.)

where

$A(I,IRM,L)$  = matrix determining the quantity of support equipment type L needed in repairing item I. Support equipment quantities are input for a particular item I and repair mode IRM only if the SE represented by the IRM index is capable of servicing item I. (Contractor input in Data File 10)

(Note that SE item quantities are input for IRM = 2 only if PSE at the base differs from that used at the depot.)

BSP(NS) = base level support equipment philosophy equals  
1, if PSE only is used,  
2, if an MBS plus additional PSE is used,  
3, if a UCT plus additional PSE is used.  
(Input by contractor)

Also,

ERHAD(L) = expected utilization of support equipment type L at the depot in hours per month, computed by:

$$ERHAD(L) = \sum_I ERHD(I) \\ 0 < SECODE(I,1,L) < 3$$

The maximum number of units of each SE type required in any one maintenance action performed at a particular location is given by:

ISSET(L,NS) = maximum number of copies of support equipment type L required for any maintenance action which will be performed at a base of type NS, calculated by the equation:

where

$$ISSET(L,NS) = \text{Max} \left\{ A(I, RMI(I,NS), L) \mid \text{over all } I \text{ such that } ERHBI(I,NS) > 0. \right\}$$

Similarly,

ISETD(L) = maximum number of copies of support equipment type L required for any maintenance action which will be performed at the depot, calculated by:

$$ISETD(L) = \text{Max} \{A(I,1,L)\} \text{ over all } I \text{ such that } ERHD(I) > 0.$$

Finally, the number of copies of each support equipment type required at each location is given by

NSEB(L,NS) = number of copies of support equipment type L required at each base of type NS, computed by the formula:

$$NSEB(L,NS) = (ERHAB(L,NS)/BAA) * ISET(L,NS),$$

if L is common SE available on site (i.e., SETYPE(L)=1), and

$$NSEB(L,NS) = [ERHAB(L,NS)/BAA] * ISET(L,NS),$$

otherwise.

and

NSED(L) = number of copies of support equipment type L required at the depot, computed by the formula:

$$NSED(L) = \begin{cases} (ERHAD(L)/DAA) * ISETD(L), & \text{if } L \text{ is common SE available at depot (SETYPE(L)=1)} \\ + \\ [ERHAD(L)/DAA] * ISETD(L), & \text{otherwise} \end{cases}$$

where

BAA = total available active work time per maintenance man in hours/month at a base repair shop

DAA = total available active work time per maintenance man in hours per month at a depot repair shop

SETYPE(L) = support equipment acquisition indicator, equals  
 1, if SE type L is common and available on-site (refer to Air Force-provided list of this SE),  
 2, if SE type L is common but requires procurement for ATU use,  
 3, if SE type L is peculiar.

+

The operation [ ] represents rounding up to the next integer (when the quantity in braces is not itself an integer). Thus, common support equipment which is available at base sites may be prorated by utilization. Other support equipment must be purchased in whole units.

#### 2.3.4 Calculation of Repair Level Fractions

The LCC Model is equipped with a short-cut mechanism for inputting ITEM repair levels. This mechanism is operated via the use of the repair level code variable, RL(I). RL(I) is a contractor input in Data File (9A). For each ITEM type I, RL(I) can be given one of four possible values: 0, 1, 2, or 3. The corresponding results of each of these values are outlined in Table 2-1. Basically, setting RL(I) equal to zero has no effect, while giving RL(I) a non-zero value will cause the input values of the repair level fractions, RTS(I), NRTS(I), and COND(I), to be overridden (replaced with internally calculated values).

Table 2-1  
Results of Different Values of RL(I)

<u>RL(I)</u>	<u>Result</u>
0	Initially input values of RTS(I), NRTS(I), and COND(I) are used in the LCC Model.
1	Input values of RTS(I), NRTS(I), and COND(I) are replaced with internally calculated values representing base repair of ITEM type I.
2	Input values of RTS(I), NRTS(I), and COND(I) are replaced with internally calculated values representing depot repair of ITEM type I.
3	Input values of RTS(I), NRTS(I), and COND(I) are replaced with internally calculated values representing discard-on-failure of ITEM type I.

Given a non-zero value for  $RL(I)$ , the LCC Program will calculate the corresponding values for  $RTS(I)$ ,  $NRTS(I)$  and  $COND(I)$  according to Table 2-2. Note that the entries of this table are determined by knowing that the value of  $COND(I)$  has to be at least  $WEAR(I)$ , where

$WEAR(I)$  = the fraction of (removed) failures of  
ITEM type I which are condemned, due to  
normal wear-out.

(Note that  $WEAR(I)$  gets its value from the initially input value of  $COND(I)$ . Therefore, even if the user chooses to override the initially input repair level fractions via a non-zero value of  $RL(I)$ ,  $COND(I)$  must still be given a meaningful value. This value should represent the fraction of ITEM type I failures for which repair is infeasible due to wear-out (regardless of economic repair level decision).)

Also the value of  $NRTS(I)$  has to be at least  $RTS(I)*BIRD$ , where

$BIRD$  = the fraction of base-repair-intended failures  
which are actually repaired at the depot due  
to insufficient base repair capability.

Finally, a largest possible fraction is assigned to  $RTS(I)$ ,  $NRTS(I)$ , or  $COND(I)$  if ITEM type I is base-repaired, depot-repaired or discarded on failure respectively. Of course, the condition that  $RTS(I) + NRTS(I) + COND(I) = 1.0$  is maintained.

Table 2-2

Calculation of Repair Level Fractions

<u><math>RL(I)</math></u>	<u><math>RTS(I)</math></u>	<u><math>NRTS(I)</math></u>	<u><math>COND(I)</math></u>
	$\frac{1-WEAR(I)}{1+BIRD}$		
1 (base)		$RTS(I)*BIRD$	$WEAR(I)$
2 (depot)	0	$1-WEAR(I)$	$WEAR(I)$
3 (discard)	0	0	1

Note that if  $RL(I) = 0$ , then there will be no calculation of these fractions. Instead, the input values of  $RTS(I)$ ,  $NRTS(I)$ , and  $COND(I)$  will be used provided their sum is exactly 1.0.

The Model also provides the means for the user to input a global maintenance strategy by changing the value of only one variable. This is the scalar  $R$  whose possible values are the integers from 0 to 6 inclusive. Setting  $R$  equal to 0 has no effect. Giving  $R$  one of its non-zero values causes the internal setting of the variables  $RL(I)$  as described in Table 2-3.

Table 2-3

Results of Non-Zero Values of  $R$

Resulting values of  $RL(I)$  if  $I$  is

<u>R</u>	<u>An LRU</u>	<u>An SRU</u>
1	1	1
2	1	2
3	1	3
4	2	2
5	2	3
6	3	3

The interpretation of Table 2-3 is that if  $R=1$ , both LRUs and SRUs are all designated for base repair; if  $R=2$ , all LRUs are base-repaired and all SRUs are depot-repaired; if  $R=3$ , LRUs are base-repaired and SRUs are discarded-on-failure; if  $R=4$ , both LRUs and SRUs are depot-repaired; if  $R=5$ , all LRUs are depot-repaired and SRUs are discarded-on-failure; and finally, if  $R=6$ , all LRUs (and hence their contained SRUs) are discarded-on-failure.

The capability provided by  $R$  was built into the Model for the main purpose of generating the item cost input matrix  $TIAC(I,R)$  for the RLA Program described in Section 5. However, the user may choose to utilize the variable  $R$  for quickly inputting one of the six global maintenance strategies described above. In this event, he should be aware that a non-zero value of  $R$  will cause the computation and printing (on Output Table 4A described in Section 4.2.3) of  $TIAC(I,R)$  where

TIAC(I,R) = total repair-level-dependent cost attributed to  
ITEM type I by global maintenance strategy R  
(for non-zero values of R only).

This variable is computed by

$$\begin{aligned} \text{TIAC(I,R)} = & \text{ISCA(I)} + \text{RSCA(I)} + \text{ONMCA(I)} + \text{OFMCA(I)} + \text{SECI(I)} \\ & + \text{IIMCA(I)} + \text{TDC(I)} + \text{MTRCI(I)} \end{aligned}$$

Where the variables summed on the right-hand side are ITEM-specific parts of eight cost elements defined and computed in section 2.4.4 through 2.4.11.

#### 2.3.5 Calculation of Procurement Quantities

This auxiliary calculation computes the total quantities of each ITEM to be procured under the ATU terminal segment production contracts. This total includes three subtotals: the PME ITEMS, investment spares for each ITEM, and a specific number of years of replacement spares for each ITEM.

The purpose of this auxiliary calculation is to allow for the application of learning effects to the production contract procurement costs. The function LC(I) computes the effects of learning based on the first unit cost for ITEM type I and the procurement quantity of each ITEM, which is calculated in this routine.

The total production contract procurement quantity for each ITEM type I will be

$$\text{TOTPO(I)} = \text{PMEQ(I)} + \text{TISQ(I)} + \text{NRUC*YRSQ(I)}$$

where

PMEQ(I) = Total prime mission equipment procurement quantity for LRU ITEMS of type I.

TISQ(I) = Total investment spares quantity for ITEM type I.

YRSQ(I) = Yearly replacement spares quantity for ITEM type I.

NRUC = Number of years of replacement spares to be procured under the ATU terminal segment production contract(s).



#### 2.3.5.1 Prime Mission Equipment ITEM Quantities

The total PME quantities for each LRU ITEM is calculated as the product of the quantity of ITEMS in each terminal and the total number of terminals in the ATU.

Thus

$$PMEQ(I) = \sum_{NS} \sum_{NP} TNB(NS) * NPLT(NP, NS) * NITEM(I, NP) * LRU(I)$$

where

$TNB(NS)$  = total number of bases in the ATU which are (treated as being) identical to base NS

$NPLT(NP, NS)$  = average number of platforms of type NP deployed at each base within grouping NS.

Note that only LRUs are included in  $PMEQ(I)$ , as only LRUs are deployed as PME.

#### 2.3.5.2 Investment Spares Quantities

It is assumed that each base and the depot require an initial supply of Investment Spares to be used for immediate replacement of operational ITEMS upon failure. The stock of Investment spares is maintained by either placing repaired ITEMS back in stock or by purchasing replacement spares for ITEMS which are non-repairable and hence discarded.

The number of Investment spares allotted to each location is set equal to the number of pipeline spares for that location (represented by the auxiliary calculations  $NFB(I, NS)$  and  $NFD(I)$ ), plus a safety stock. Here a standard Air Force stock control procedure\* is used which has been shown to be numerically equivalent to the "expected number of backorders" criterion of the Air Force Logistic Support Cost Model.\*\*

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\*Stock Control at Bases, Chapter 11 of Air Force Manual AFM 67-1, Vol. II, Part One, 4 March 1974.

\*\*Logistics Support Cost Model User's Handbook, Headquarters AFLC/AQML, August, 1976.

Specifically, if  $NFB(I,NS)$  equals the pipeline spares of ITEM type I at a base of type NS, then the number of investment spares allotted to that base, denoted  $BS(I,NS)$ , would be given by:

$$BS(I,NS) = F(NFB(I,NS))$$

where  $F$  is the function defined for any real number  $X$  by

$$F(X) = X + BF \cdot \sqrt{X}$$

The coefficient  $BF$  in the definition of the function  $F$  determines the confidence level of safety stock. For example, if  $BF=1.65$  then the function  $F$  will yield a stock of Investment spares which guarantee an expected back order of less than 0.1 unit per ITEM.

Similarly, if  $NFD(I)$  equals the pipeline spares of ITEM type I at the depot, then the number of investment spares of ITEM type I at the depot, denoted  $DS(I)$ , is given by

$$DS(I) = F(NFD(I))$$

Thus the total investment spares quantities for an ITEM of type I is

$$TISQ(I) = \sum_{NS} TNB(NS) \cdot BS(I,NS) + DS(I)$$

#### Notes:

1) The value for the function  $F$  is usually rounded off to the nearest integer number of spares, since it is most often used to compute the number of investment spares required at one particular location. However, the ATU LCC Model deals with groupings for similar bases which may not have exactly the same sparing requirements. Thus  $BS(I,NS)$  can be interpreted as the average number of initial spares of ITEM type I that are required at each base within grouping NS. For example, if there are 20 bases in a particular grouping NS, then  $BS(I,NS) = 1.5$  could be interpreted as meaning that 10 of the bases require 2 spares of ITEM type I and the other 10 only require 1 spare for a total of 30 spares ( =  $TNB(NS) \cdot BS(I,NS)$ ) within base grouping NS.

Not rounding spares off to the nearest integer also has the advantage of avoiding the possibility of having small increases in failure rates produce large fluctuations in total spares requirements. For example, a small increase in the failure rate of ITEM type I might increase  $BS(I,NS)$  up from say 1.48 to 1.53. For a

grouping NS of 20 bases, this change represents an increase of only 1 spare over all 20 bases. However, if BS(I,NS) were rounded off to the nearest integer, a fluctuation of 1 spare per base or a total of 20 spares would occur. Given the fact that there is a range of uncertainty with regard to the ability of the LCC Model to accurately predict the numbers of investment spares which will actually be deployed, it is wise to minimize the impact of small fluctuations in failure rates (or in any other factor, for that matter). With this same point in mind and for consistency, the number of depot investment spares per ITEM is not rounded off to the nearest integer.

2) The pipeline spares quantities NFB(I,NS) and NFD(I), computed as auxiliary calculations in Section 2.2.2 are based on ATU being fully deployed.

#### 2.3.5.3 Replacement Spares Quantities

Replacement spares include additional spares required to replace failed ITEMS which are discarded due to either normal wearout or to discard-on-failure repair level decisions (i.e., COND(I) fraction of failures).

The yearly replacement spares quantity due to an individual ITEM type I is given by

$$YRSQ(I) = 12 * \left( \sum_{NS} FAIL(I,NS) * TNB(NS) * (1 - COND(NHI(I))) * COND(I) \right)$$

Note: If ITEM type I is an SRU contained in a higher indenture level ITEM (indexed NHI(I)) which is discarded at least for some fraction of its failures (indicated by COND(NHI(I))), then the replacement cost (or repair materials cost) of this SRU is covered or absorbed in the replacement spares cost of the higher indenture level ITEM. Thus, in the equation above, the replacement spares costs for such an SRU would only be incurred for that fraction of the time when its next higher level indentured ITEM is not discarded. This fraction is represented by the term

$$(1 - COND(NHI(I))).$$

Note that if ITEM type I is an LRU, then by convention NHI(I)=0 and COND(0)=0, so that effectively the term (1-COND(NHI(I))) disappears.

### 2.3.6 Learning Curve Effects -- Function LC(I)

The function LC(I) is called to introduce learning effects in the ATU LCC Model equations. A learning curve is a relationship between production cost and production volume. It indicates that the cost to produce each additional unit is decreasing and that the amount of decrease is less with each successive unit. The result of LC(I) is a factor which is multiplied by the first unit cost UP(I) of ITEM type I to give the learned average unit cost.

The two inputs to the learning curve equation are a factor relating to the learning rate for ITEM type I and the total procurement quantity for ITEM type I. The learning rates are input by the contractor as LFAC(I). The procurement quantities for each ITEM include PME LRUs, investment spare ITEMS, a specific number of years of replacement spares for each ITEM, and a special sensitivity quantity XITEMQ(I) defined in Section 3.2.9.

The basic formula for a learning factor is as follows:

Define:

$$BI(I) = (\log LFAC(I)) / \log 2$$

$$N(I) = TOTPQ(I) + XITEMQ(I)$$

Then

$$LC(I) = \frac{1}{N(I)} \sum_{X=1}^{N(I)} X^{BI(I)}$$

This formula, however, is inefficient for high values of N(I). An approximation formula has been derived by Cho and Schmidt (Ref. MITRE Working Paper 22862). This formula is used by the LCC Model:

$$LC(I) = \frac{1}{N(I)} \left[ \frac{1}{BI(I)+1} * (N(I)^{BI(I)+1} - 1) + \frac{1}{2} * (N(I)^{BI(I)} + 1) + \frac{BI(I)}{12} * (N(I)^{BI(I)-1} - 1) \right]$$

## 2.4 Cost Element Equations

In this section the equations and an explanatory discussion for each of the eleven cost elements is presented. Free use will be made in these equations of the auxiliary calculations presented in the previous section. Each cost element will be treated in a separate sub-section below.

### 2.4.1 Production Cost Element (PRODC)

The production cost of the ATU terminal segment will be taken as the sum of unit terminal costs for all terminals deployed. Unit terminal costs are the sum of the learned costs of the LRUs in each terminal and the contractor production costs associated with each platform type not accounted for elsewhere,  $INTNR(NP)/TOTT(NP)$ .

The production cost for each platform is

$$TERMC(NP) = (INTNR(NP)/TOTT(NP)) + INTR(NP) + HDWRT(NP)$$

where

$INTNR(NP)$  = contractor production costs by platform type not accounted for elsewhere.

$TOTT(NP)$  = the total number of platforms associated with platform type NP, calculated by

$$= \sum_{NS} TNB(NS) * NPLT(NP, NS) * NTRMP(NP)$$

$INTR(NP)$  = the recurring integration cost associated with platform type NP

$HDWRT(NP)$  = Hardware (LRU) cost for platform type NP, calculated by

$$= \sum_I HDWRIT(I, NP)$$

such that

$$LRU(I) = 1$$

where

$$\text{HDWRIT}(I, NP) = \text{NITEM}(I, NP) * \text{LUP}(I) * \text{XUC}$$

$\text{LUP}(I)$  = the learned unit price for ITEM type I, calculated by

$$\text{LUP}(I) = \text{UP}(I) * \text{LC}(I)$$

The total production cost PRODC is then calculated by

$$\text{PRODC} = \sum_{NP} \text{TOTT}(NP) * \text{TERMC}(NP)$$

This total cost can be split into a hardware component TERMH and a non-hardware component TERMI by

$$\text{TERMH} = \sum_{NP} \text{TOTT}(NP) * \text{HDWRT}(NP)$$

$$\text{TERMI} = \sum_{NP} \text{INTNR}(NP) + \text{TOTT}(NP) * \text{INTR}(NP)$$

#### 2.4.2 Modification/Installation Cost Element (MIC)

This cost element is divided into 1) a non-recurrent component; that is, the cost of developing the required modifications and installations to be performed in installing terminals on each different platform type, and 2) a recurrent cost; that is, the unit cost of performing the developed MOD/I on each individual platform, including both production line MOD/Is and retrofits.

The non-recurring development cost for each platform grouping NP, denoted IMICA(NP), is given by the equation

$$\text{IMICA}(NP) = \text{PDIV}(NP) * \text{NRMI}(NP)$$

where

$\text{PDIV}(NP)$  = factor defining the total effective number of different types of platforms within platform grouping NP.

$\text{NRMI}(NP)$  = total non-recurring cost per platform type for MOD/I of ATU terminal equipment into platforms within grouping NP.

Note: An individual platform grouping NP contains platform types which are similar, but not exactly the same. Platform groupings were made on the basis of functional similarities (e.g., supersonic fighter aircraft) and the likelihood of identical ATU terminal equipment configurations. The contractor should make an estimate of the parameter NRMI(NP) for a single representative platform type within grouping NP, in accordance with the instructions in Section 6.4.5. The Air Force-provided platform diversity factor PDIV(NP) will then adjust these estimates to account for the additional MOD/I development costs due to the differences in platform types within grouping NP.

The average recurrent MOD/I cost for a platform within grouping NP, denoted RMICA(NP), is given by the equation

$$RMICA(NP) = \sum_M FR(M,NP) * \{ MIFIX(M,NP) + \sum_{IA} [MIMH(IA,M,NP) * XMIL * MILR(M) + AKIT(IA,NP)] \}$$

where

FR(M,NP) = fraction of all platforms within grouping NP which undergo MOD/I in mode M.

MIFIX(M,NP) = the fixed MOD/I cost for platform type NP in MOD/I mode M, meant to cover the cost of platform preparation for the MOD/I and the subsequent platform restoration.

MIMH(IA,M,NP) = the average number of man-hours required to perform the MOD/I to area IA on platform type NP in mode M.

XMIL = MOD/I labor manhours multiplier factor (may be used to adjust all MOD/I manhour estimates by a uniform factor to measure LCC sensitivity or to perform system trade-off studies).

MILR(M) = MOD/I labor rate in dollars per manhour for MOD/Is performed in mode M.

AKIT(IA,NP) = unit cost for each "A-Kit" required for a MOD/I to area IA on platform type NP, to include all installation material cost not included in "terminal" costs.

Note: Antennas are considered part of PME (B-Kits), not part of A-Kits. Thus antenna equipment costs should be averaged into unit terminal costs used in the Production Cost Element and not included in AKIT(IA,NP) costs.

M = mode in which platform MOD/I is performed, identified by  
 1, if MOD/I performed during platform production,  
 2, if MOD/I performed in the field (by a depot team),  
 3, if MOD/I performed at the depot.

IA = index for various MOD/I areas on platforms. Values are:  
 1, to indicate Antenna area,  
 2, to indicate Electronics Box area,  
 3, to indicate Control Head area,  
 4, to indicate Cabling area.

Note: the recurring, non-fixed MOD/I cost per platform is divided into costs due to the four areas: Antenna, Electronics Box, Control Head, and Cabling. Thus, again since any individual platform grouping NP contains platforms of somewhat different types, the contractor should make estimates of the manhours MIMH(IA,M,NP) required for MOD/I in areas on the basis of a single representative platform type within each grouping NP, in accordance with the instructions provided in Section 6.4.4.

The total MOD/I Cost is then given by

$$MIC = \sum_{NP} \left\{ IMICA(NP) + \sum_{NS} TNB(NS) * NPLT(NP, NS) * RMICA(NP) \right\}$$

Thus the initial, non-recurring cost of developing the MOD/I is incurred only once for each platform grouping NP, whereas the recurring MOD/I cost is incurred for each individual platform within grouping NP, located at all the bases where these platforms are deployed.

#### 2.4.3 Operations Cost Element (OC)

This cost element consists of the sum of Operational Labor Cost, OLC, and Added Fuel Cost, AFC, so that

$$OC = OLC + AFC$$



Both OLC and AFC are assumed to be zero for this Life Cycle Cost study. The reasoning for this assumption is that 1) operational labor for AFSATCOM is dedicated, and 2) no external modifications to any aircraft are planned for ATU. However the model's capability for calculating these cost elements is left in for future use of the model.

The Operational Labor Cost element is meant to cover the cost in man-hours expended in activation of the equipment. Since terminal synchronization is expected to be instantaneous in the ATU program, this cost is assumed to be zero.

The Added Fuel Cost element covers the cost which would be incurred by the increased drag on an aircraft due to additional antennas. No new antennas are planned in the ATU program. Therefore, this cost will be zero.

The equations to calculate these costs are now presented in the expectation that they may be used in future studies.

The equation for Operational Labor Cost is

$$OLC = OLCT + OLCP$$

where

OLCT = terminal activation costs  
OLCP = prime mission operator costs

These two quantities are given by the equation below

$$OLCT = 365 * PIUP * TNLR * \sum_{NS} \sum_{NP} NPLT(NP, NS) * TNB(NS) * MMPD(NP, LO(NS)) / 60$$

and

$$OLCP = 12 * PIUP * PMLR * \sum_{NS} \sum_{NP} NPLT(NP, NS) * TNB(NS) * MMPM(NP) * AMPM(NP, LO(NS)) / 60$$

where

PIUP = Planned inventory utilization period in years for the ATU program

TNLR = terminal activation labor rate in dollars per hour

PMLR = prime mission equipment operator labor rate in dollars per hour

AMPM(NP,LO(NS)) = average prime mission equipment missions per month for platform type NP at location LO(NS)

MMPD(NP,LO(NS)) = operator activation labor per day for platform type NP deployed at a base with location LO(NS)

MMPM(NP) = minutes of prime mission equipment operator labor per mission figured on a platform basis to cover in initial activation of PME.

Added Fuel Cost will now be considered for programs in which added antennas will increase the drag on an aircraft. To maintain the same average speed more fuel must be consumed per hour, or if the rate of fuel consumption is unchanged the mission will take longer. In the calculations, it is assumed that the fuel consumption rate is increased to provide an increment in average engine thrust equal to the average antenna drag.

It is further assumed that for each platform type NP there exists a direct proportionality between added drag and added fuel consumption. Specifically, set:

(Added fuel consumption for NP) = FUNCTION(NP)\*(drag added to NP),  
where

$$\text{FUNCTION(NP)} = \text{FGH(NP)} / (\text{K(NP)} * \text{THRS(NP)}),$$

and FGH(NP) represents fuel consumption rate in the absence of extra drag, THRS(NP) represents average engine thrust utilized in the absence of extra drag, and K(NP) is a constant for each platform.

These considerations lead to the development of the following equation for Added Fuel Cost:

$$\begin{aligned} \text{AFC} = 12 * \text{PIUP} * \sum_{\text{NS}} \sum_{\text{NP}} \text{NPLT}(\text{NP}, \text{NS}) * \text{TNB}(\text{NS}) * \text{APFH}(\text{NP}, \text{LO}(\text{NS})) \\ * \text{FGH}(\text{NP}) * \text{CFG}(\text{LO}(\text{NS})) * \text{NAE}(\text{NP}) * \text{DRAG}(\text{NP}) \\ / [\text{K}(\text{NP}) * \text{THRS}(\text{NP})] \end{aligned}$$

where

FGH(NP) = average fuel consumption in gallons per operating hour (without extra drag) for platform type NP

CFG(LO(NS)) = cost per gallon of fuel at operating location LO(NS) in dollars

NAE(NP) = number of added antenna elements required for ATU terminal installation on a platform of type NP

DRAG(NP) = average drag per new antenna element (in lbs.) for platform type NP

K(NP) = coefficient in thrust-fuel consumption equation for platform type NP

THRS(NP) = average thrust in pounds generated by platform type NP (without extra drag)

Note: Added Fuel costs clearly only apply to airborne platforms. Thus surface platforms will not be included when the above calculation is performed by the LCC Model.

#### 2.4.4 Investment Spares Cost Element (ISC)

The total cost of investment spares of ITEM type I over all locations, denoted ISCA(I), is given by

$$ISCA(I) = TISQ(I) * UP(I) * LC(I) * XUC$$

where

TISQ(I) = the total quantity of investment spares for an ITEM of type I

UP(I) = unit cost in dollars for ITEM type I

LC(I) = the learning factor for ITEM type I (see Section 2.3.6)

The total investment Spares Cost is then

$$ISC = \sum_I ISCA(I)$$

#### 2.4.5 Replacement Spares Cost Element (RSC)

This cost element covers the cost, over the ATU lifetime, of the purchase of additional spares required to replace failed ITEMS which are discarded due to either normal wear-out or to discard-on-failure repair level decisions (i.e., the COND(I) fraction of failures). Also included is the cost of repair materials consumed in ITEM repair actions (i.e., for the (1-COND(I)) fraction of failures).

The total replacement spares cost due to an ITEM type I is

$$RSCA(I) = 12 * \left( \sum_{NS} FAIL(I, NS) * TNB(NS) * (1 - COND(NHI(I))) * UP(I) * XUC \right. \\ \left. * \left\{ \begin{array}{l} [NRUC * LC(I) + (PIUP - NRUC)] * COND(I) \\ + PIUP * (1 - COND(I)) * RM(I) \end{array} \right\} \right)$$

where

RM(I) = repair materials factor for ITEM type I, equals the fraction of UP(I) that is consumed (in piece parts below the ITEM indenture level) in the repair of ITEM type I.

Notes:

1) One should set RM(I) = 0 if ITEM type I is always repaired by the removal and replacement of other lower level parts which are also designated as ITEMS in the model input data. (This is to avoid double counting.)

2) [The first] NRUC years of replacement spares are bought under the production contract and thus are bought at a learned unit cost.

The total cost of Replacement Spares is then given by

$$RSC = \sum_I RSCA(I)$$

#### 2.4.6 On-Equipment Maintenance Cost Element (ONMC)

This cost element covers the system lifetime costs of all organizational level repair actions, including removal and replacement of failed (and falsely pulled) LRUs and all other

corrective maintenance actions which are accomplished by repair-in-place without removal of equipment from the host platform.

The on-equipment maintenance cost due to ITEM type I is given by the equation

$$\text{ONMCA}(I) = 12 * \text{PIUP} * \left\{ \sum_{\text{NS}} \text{FAIL}(I, \text{NS}) * \text{TNB}(\text{NS}) \right\} \\ * \left[ (1 + \text{FPR}(I) * \text{XFPR}) * \text{LRU}(I) * \text{RMH}(I) * \text{BLR} + \frac{\text{RIP}(I) * \text{IPCF}(I)}{(1 - \text{RIP}(I))} \right] * \text{BMF}$$

where

$\text{IPCF}(I)$  = average cost in dollars per failure of ITEM type I which is met by repair-in-place, including the costs of both manhours and replacement parts.

$\text{BLR}$  = base maintenance labor rate in dollars per hour.

$\text{RMH}(I)$  = average number of manhours required to remove and replace an ITEM of type I, including time spent in isolating a failure to the ITEM, removing the ITEM, and in verifying restoration of the system to operational status upon replacement of the failed (or falsely pulled) ITEM.

Notes:

1) The quantity  $\text{FAIL}(I, \text{NS})$ , computed as an auxiliary calculation in Section 2.2.1, represents the average number of removed failures of ITEM type I at a base of type NS per month. By referring to the formula for  $\text{FAIL}(I, \text{NS})$ , it can be seen that the quantity

$$\frac{\text{RIP}(I) * \text{FAIL}(I, \text{NS})}{(1 - \text{RIP}(I))}$$

represents the number of repaired-in-place failures of ITEM type I. In the equation above this quantity is multiplied (in factored form) by the in-place cost per failure  $\text{IPCF}(I)$ .  $\text{RIP}(I)$  would be set to zero for most Air Force communications equipment. Small values of  $\text{RIP}(I)$  would be used to account for on-equipment repair (replacement) of light bulbs or fuses, if these component failures are included in the ITEM MTBMT data. If these component failures are not included in the ITEM MTBMT data, then  $\text{RIP}(I)$  should be set to zero. The only case in which  $\text{RIP}(I)$  would be set to 1.0 would be where the ITEM is a rack or other mechanical structure which would

be repaired in place if it failed. (If  $RIP(I)=1$  so that division by zero would occur in the term above, then the number of repaired-in-place failures of ITEM type I will be calculated directly by an appropriate formula within the LCC Model.)

2) Removal and replacement manhours  $RMH(I)$  apply only to LRUs and may be input as zero for SRUs.

Total On-Equipment Maintenance cost is then given by

$$ONMC = \sum_I ONMCA(I)$$

#### 2.4.7 Off-Equipment Maintenance Cost Element (OFMC)

This cost element covers all intermediate and depot-level corrective maintenance labor costs and associated packing and shipping and maintenance management data costs over system lifetime.

First the off-equipment maintenance cost due to all ITEMS of type I, denoted  $OFMCA(I)$ , is given by the formula

$$OFMCA(I) = 12 * PIUP * \sum_{NS} FAIL(I, NS) * TNB(NS) * ACF(I, NS)$$

where

$ACF(I, NS)$  = average off-equipment maintenance cost in dollars per failure of ITEM type I at base NS, computed by the equation:

$$\begin{aligned} ACF(I, NS) = & (LRU(I) + RTS(NHI(I))) \\ & * \left\{ (1 + FPR(I) * XFPR) * BCMH(I) + RTS(I) * BMH(I) \right\} * BMF * BLR \\ & + NRTS(I) * \{ DMH(I) * DMF * DLR + 2 * CPPD(LO(NS)) * WT(I) \} \\ & + COND(I) * CPPD(LO(NS)) * WT(I) \} \\ & + NRTS(NHI(I)) * (1 - COND(I)) * DMH(I) * DMF * DLR \\ & + SAT(NS) * LRU(I) * (1 + FPR(I) * XFPR) * 2 * CPPC * WT(I) \\ & + \left\{ (RIP(I) / (1 - RIP(I))) * MRO + MRF + SR + TR \right\} * BLR \end{aligned}$$

where

DLR = depot maintenance labor rate in dollars per manhour

CPPD(LO(NS)) = one-way packing and shipping cost per (net weight) pound from a base at location LO(NS) to the depot (including an adjustment to allow for the ratio of packaged weight to unpackaged weight).

WT(I) = net weight of ITEM type I in lbs.

CPPC = average one way packing and shipping cost per (net weight) pound from a satellite base to its associated CIMF (including an adjustment to allow for ratio of packaged weight to unpackaged weight).

SAT(NS) = satellite base indicator, equals 1 if base NS is a satellite base (i.e., BTYPE(NS)=3) and equals 0 otherwise

BTYPE(NS) = base type indicator, equals:  
1, for independent, non-CIMF bases;  
2, for CIMF bases;  
3, for satellite bases.

MRO = average manhours per failure to complete on-equipment maintenance records.

MRF = average manhours per failure to complete off-equipment maintenance records.

SR = average manhours per failure to complete supply transaction records.

TR = average manhours per failure to complete transportation transaction forms.

Thus total Off-Equipment Maintenance cost is given by

$$OFMC = \sum_I OFMCA(I)$$

The terms in the equation for ACF(I,NS) have the following interpretation: The first term (LRU(I)+RTS(NHI(I))) represents that fraction of failures of ITEM type I which are available for intermediate repair at the base level as a function of the ITEM's indenture level. For example, if ITEM type I is an LRU, then

$LRU(I)=1$ ,  $NHI(I)=0$ , and  $RTS(0)=0$ , so that this term equals 1, i.e., all LRUs are available for intermediate level repair at the base level. On the other hand, if ITEM type I is an SRU, then  $LRU(I)=0$  and  $NHI(I)$  is the index number of the next higher indenture level ITEM which contains ITEM type I. Thus, in this case, the term equals  $RTS(NHI(I))$ , i.e., an SRU is available (i.e., removed) for intermediate repair at the base level only when its next higher indenture ITEM is base repaired.

For those failures of ITEM type I which are available for repair at the base level, the next three lines in the equation indicate the repair action implemented. Specifically, all failures and false pulls receive a base-level bench check, the  $RTS(I)$  fraction of failures are base repaired, the  $NRTS(I)$  fraction are sent to the depot for repair (and incur two-way packing and shipping costs) and the  $COND(I)$  fraction are discarded (incurring only a one-way packing and shipping cost for a replacement spare).

The fifth line in the equation for  $ACF(I,NS)$  accounts for those ITEMS which are not removed from their next higher assembly until they reach the depot (i.e., the  $NRTS(NHI(I))$  fraction. These ITEMS are then repairable (at the depot) the fraction  $(1-COND(I))$  of the time.

The sixth line applies only to satellite bases (i.e.,  $SAT(NS)=1$ ) and covers the cost of shipping all failed and falsely pulled LRUs to the associated CIMF for repair action (and the cost of shipping replacement spares or repaired ITEMS from the CIMF to the satellite base). Note that SRUs are not removed at satellite bases by definition, so that they do not incur a separate shipping charge.

Finally, the last line accounts for the labor cost associated with the completion of maintenance management data. If  $RIP(I)=1.0$  for any ITEM type I, then the Model substitutes a value of 1.0 for the coefficient  $RIP(I)/(1-RIP(I))$ .



#### 2.4.8 Support Equipment Cost Element (TSEC)

The numbers of support equipment of each type L required at each base of type NS and at the depot, denoted by  $NSEB(L,NS)$  and  $NSED(L)$ , respectively, were computed as auxiliary calculations in Section 2.3.3. This calculation was based on estimated monthly hours of SE utilization at each location and the number of available work hours per month per maintenance man. It is usually assumed in determining SE requirements that one piece of SE cannot be utilized any more hours per month than one maintenance man (see, for example, the Air Force Logistic Support Cost Model, User's Handbook).

As noted in Section 2.3.3, common SE which is available at base sites is charged in the LCC Model on a prorated basis, depending on the fractional utilization of available hours. Other SE must be purchased in whole units, i.e., any utilization of this SE will incur its full unit cost. (See the Air Force-provided list of common SE which is available at base sites.)

The life cycle cost of support equipment has been separated into two categories, procurement cost (SEPC) and development cost (SEDC). Every piece of support equipment has a unit cost and a development cost which is input by the user. The universal card tester also has a per item development cost to account for the additional software needed to enable the UCT to perform check-out and/or repair on a specific item.

Total support equipment cost is computed by

$$TSEC = SEPC + SEDC$$

where

SEPC = support equipment procurement cost

SEDC = support equipment development cost

These two quantities are given by the equations below

$$SEPC = \sum_L [ ( \sum_{NS} NSEB(L,NS) * TNB(NS) ) + NSED(L) ] \\ * CSE(L) * (1 + PIUP * MSE(L))$$

$$SEDC = TUCTDC + \sum_L SEDV(L)$$

where

CSE(L) = unit procurement cost of SE type L

MSE(L) = the yearly cost of maintaining a piece of SE of type L,  
expressed as a fraction of its unit cost CSE(L)

$$TUCTDC = \sum_I UCTDC(I)$$

$$UCTDC(I) = UCTDEV(I) * U(1-COND(I))$$

UCTDEV(I) = the software development cost for item I to  
be repaired by an appropriate UCT

$$SEDEV(L) = U(ERHA(L)) * SEDEV(L)$$

ERHA(L) = expected utilization of SE type L

$$= \sum_{NS} ERHAB(L,NS) + ERHAD(L)$$

SEDEV(L) = the support equipment development cost of SE type L

For the Repair Level Analysis program, described in Section 5, it is necessary to prorate the cost of support equipment among individual ITEM types. For this reason, define the variable

SECI(I) = pro rata part of SEC attributed to ITEM type I,

which is calculated according to the formula

$$\begin{aligned} SECI(I) = & \sum_L \left\{ (SECB(L) + PBDV(L)) \right. \\ & * \left( \sum_{NS} \frac{ERHBI(I,NS)*TNB(NS)*A(I,RMI(I,NS),L)}{TERHB(L)} \right) \\ & + (SECD(L) + PDDV(L)) * \frac{ERHD(I)*A(I,1,L)}{TERHD(L)} \left. \right\} \\ & + UCTDC(I) \end{aligned}$$

where

$$PBDV(L) = \frac{TERHB(L)*SEDV(L)}{TERHB(L) + TERHD(L)}$$

$$PDDV(L) = \frac{TERHD(L)*SEDV(L)}{TERHB(L) + TERHD(L)}$$

$$SECB(L) = [ \sum_{NS} NSEB(L,NS)*TNB(NS) ] *CSE(L)*(1 + PIUP*MSE(L))$$

$$SECD(L) = NSED(L)*CSE(L)*(1 + PIUP*MSE(L))$$

$$TERHB(L) = \sum_{NS} \sum_I ERHBI(I,NS)*TNB(NS)*A(I,RMI(I,NS),L)$$

$$TERHD(L) = \sum_I ERHD(I)*A(I,1,L)$$

#### 2.4.9 ITEM Inventory Management Cost Element (IIMC)

This cost element accounts for the management (administrative) cost to introduce new assemblies and parts into the Air force inventory system, together with the recurring supply inventory management costs associated with such inventories.

The equation for Inventory Management costs incorporates the following basic assumptions:

- 1) All major ITEMS among the ATU terminal equipment will be new to the Air Force inventory system.
- 2) ITEMS incur an Inventory Management cost at the base level if and only if they are stocked at the given base.
- 3) Piece parts of an ITEM incur Inventory Management costs wherever the ITEM is repaired.

The number of bases which stock spares of ITEM type I, denoted  $BIS(I)$ , is calculated by:

$$BIS(I) = \sum_{NS} W(BS(I,NS)) * TNB(NS)$$

where the function  $W$  is defined for any number  $X$  by

$$W(X) = \begin{cases} 0, & \text{if } X \text{ is less than } 0 \\ X, & \text{if } X \text{ is between } 0 \text{ and } 1 \\ 1, & \text{if } X \text{ is greater than } 1 \end{cases}$$

Recall that the number of spares of ITEM type I at base NS, denoted  $BS(I,NS)$ , is not rounded off to an integer, but instead represents the average number of spares of ITEM type I over all bases within grouping NS. Thus  $BS(I,NS) \approx .5$  would mean half of the bases within group NS have 1 spare of ITEM type I and the other half have no spares of the ITEM. If  $BS(I,NS)$  is greater than 1, then it is assumed that all bases within group NS have at least one spare of ITEM type I and hence all incur Inventory Management costs.

The number of bases which perform Intermediate level repair of ITEM type I (and hence require an inventory of ITEM piece parts) is denoted by  $BCIS(I)$  and calculated by the equation

$$BCIS(I) = \sum_{NS} (1 - SAT(NS)) * U(RTS(I) * NFB(I,NS)) * TNB(NS)$$

The conditions in the above equation for a base to require an inventory of piece parts of ITEM type I are thus: (i) Base NS must not be a satellite base, (ii) ITEM type I must be repairable, at least some of the time, at the intermediate level, i.e.,  $RTS(I) > 0$ , and (iii) the pipeline of ITEM type I at base NS, denoted  $NFB(I,NS)$ , must be positive, i.e., failures of ITEM type I must occur at base NS.

Thus the Inventory Management cost incurred by ITEM of type I is given by

$$\begin{aligned} IIMCA(I) = & IUT(I) * (1 + CPA(I)) * U(1 - COND(NHI(I))) * (IMC + PIUP * RMC) \\ & + PIUP * (BIS(I) + BCIS(I) * CPA(I)) * SA \end{aligned}$$

where

IUT(I) = equals 1 if a spare of ITEM type I is ever required anywhere in the ATU logistics system, i.e., if it ever fails, and equals 0 otherwise. Computed by:

$$IUT(I) = U\left(\sum_{NS} FAIL(I,NS)\right)$$

IMC = initial depot-level inventory, management cost in dollars to introduce a new procurable part into the Air Force inventory system

RMC = recurring annual depot-level inventory management cost in dollars to maintain an ITEM or piece part in the Air Force inventory system

CPA(I) = corrected piece part count, i.e., equals PA(I) unless ITEM type I is designated as discard-on-failure (i.e., COND(I)=1) in which case CPA(I) is set equal to zero.

SA = recurring annual cost in dollars to maintain a line item or piece part in a base-level inventory system

Finally, the total ITEM Inventory Management cost is

$$IIMC = \sum_I IIMCA(I)$$

Note: PA(I) may be zero for some higher indenture level ITEMS to avoid double counting of SRUs which are listed as ITEMS. Thus if ITEM type I is an LRU which is repaired by removing and replacing SRUs (which are also listed as ITEMS), then PA(I) = 0. In other words, PA(I) should only count parts lower than the ITEM level. By the same token, new piece parts included in the PA(I) value of the SRU should not also be counted in the PA(I) value of the higher level LRU.

In addition, if some new piece parts are common components in several different ITEMS then their number should be averaged over the corresponding PA(I) values. For example, if 4 new piece parts are all components in each of 5 different ITEM types then the PA(I) value of each ITEM should be 0.8 so that the sum of the PA(I) equals 4. This action will avoid over-counting of piece parts.

#### 2.4.10 Technical Orders Cost Element (STDC)

The cost accounted for in this Element is that which can be attributed directly to the requirement for creating pages containing specific guidance to support maintenance of ATU terminal equipment. Various types of Technical Orders (TOs) are possible. TOs can be of a system level nature, not specific to any particular ITEM type. An example would be a theoretical description of the system's operation intended to assist a person performing maintenance. Secondly, there may be ITEM-specific TOs required for repair or bench check of particular equipment ITEMS. Also conceivable are TOs written to explain the operation of specific pieces of support equipment in the maintenance of ITEMS. The equation for this Cost Element is hence structured to accommodate these three types of tech orders.

The equation also accounts for three types of TO costs: (1) acquisition cost of original negatives dependent only on the total number of distinct pages; (2) reproduction cost dependent on the total number of copies made; (3) upkeep cost dependent on the number of distinct pages and the system lifetime (PIUP).

The formula for computing TO cost necessitates the following additional Air Force inputs:

ACPP = average acquisition cost per page for original negatives of TOs. This is an Air Force input in order to make it uniform among the submitting contractors. In this way the Contractor is more equitably held accountable for the size of the tech. order package his design generates.

RCPP = TO reproduction cost per copy per page.

UCPP = TO upkeep cost per distinct page.

The formula also necessitates the following additional contractor inputs:

DDATA = number of distinct pages of system level TOs intended for depot maintenance only.

BDATA = number of additional distinct pages of system level TOs written for base level maintenance.

DATAD(I) = number of additional distinct pages of TOs required for repair of ITEM type I and written for depot use only.

DATAB(I) = number of additional distinct pages of TOs required for base repair of ITEM type I.

DATAS(L) = number of additional distinct pages of TOs required for use of support equipment type L and not including any documentation which may be included in the unit cost of L.

Note that the five sets of pages counted by the five variables listed above are assumed to be mutually disjoint. For example, there should be no overlap between the pages counted by DATAD(I) and those counted by DATAB(I). However, it is expected that the user may wish to set one or more of the page count variables equal to 0. The wide variety of page count inputs is intended to provide the Model with the capability to accommodate a wide variety of TO configurations.

The cost of system-wide TOs, denoted by STDC, is then computed according to the following equations:

$$\begin{aligned} \text{STDC} = & \left\{ \text{DDATA} + \text{BDATA} + \sum_I (\text{DATAD}(I) + \text{DATAB}(I)) \right. \\ & + \sum_L \text{U}(\text{TNSE}(L)) * \text{DATAS}(L) \left. \right\} * (\text{ACPP} + \text{RCPP} + (\text{PIUP}-1) * \text{UCPP}) \\ & + \text{RCPP} * \sum_{\text{NS}} \text{TNB}(\text{NS}) * \left[ \text{BDATA} + \left( \sum_I \text{DATAB}(I) \right) + \sum_L \text{U}(\text{NSEB}(L, \text{NS})) * \text{DATAS}(L) \right] \end{aligned}$$

where

$$\text{TNSE}(L) = \sum_{\text{NS}} \text{NSEB}(L, \text{NS}) + \text{NSED}(L)$$

and

$$\text{U}(X) = \begin{cases} 1 & \text{if } X > 0 \\ 0 & \text{if } X \leq 0 \end{cases}$$

Note that the formula for STDC is composed of two major terms. The first represents acquisition of original negatives, printing of one copy of each page for the depot, and upkeep cost for each year

except the first. The second represents reproduction costs for all base copies necessitated by given repair levels.

For the Repair Level Analysis program, described in Section 7, it is necessary to prorate the cost of TOs among individual ITEM types. For this reason define the variable

TDC(I) = the pro rata part of STDC attributed to ITEM type I,  
which is calculated according to the formula

$$\begin{aligned} \text{TDC(I)} = & \left\{ \text{PPTM(I)} * (\text{DDATA} + \text{BDATA}) + \text{DATAD(I)} + \text{DATAB(I)} \right. \\ & + \sum_L \text{PPSE(I,L)} * \text{DATAS(L)} \left. \right\} * (\text{ACPP} + \text{RCPP} + (\text{PIUP}-1) * \text{UCPP}) \\ & + \text{RCPP} * \sum_{\text{NS}} \text{TNB(NS)} * \left\{ \text{PPTM(I)} * \text{BDATA} + \text{DATAB(I)} \right. \\ & + \sum_L \text{PPSE(I,L)} * \text{U(NSEB(L,NS))} * \text{DATAS(L)} \left. \right\} \end{aligned}$$

where

$$\text{PPTM(I)} = (\text{ONMCA(I)} + \text{OFMCA(I)}) / (\text{ONMC} + \text{OFMC})$$

$$\begin{aligned} \text{PPSE(I,L)} = & \left[ \text{U(A(I,1,L))} * \text{U(3 - SECODE(I,1,L))} * \text{ERHD(I)} \right. \\ & + \sum_{\text{NS}} \left[ \text{U(A(I,RMI(I,NS),L))} \right. \\ & * \left[ \text{U(SECODE(I,RMI(I,NS),L)} - 1) * \text{TNB(NS)} * \text{EBCBI(I,NS)} \right. \\ & + \text{U((3 - SECODE(I,RMI(I,NS),L))} * \text{SECODE(I,RMI(I,NS),L))} \\ & \left. \left. * \text{TNB(NS)} * \text{ERTBI(I,NS)} \right] \right] \\ & \left. / (\text{ERHAD(L)} + \text{TERHAB(L)}) \right] \end{aligned}$$

$$\text{TERHAB(L)} = \sum_{\text{NS}} \text{TNB(NS)} * \text{ERHAB(L,NS)}$$



and, again,

$$U(X) = \begin{cases} 1 & \text{if } X > 0 \\ 0 & \text{otherwise.} \end{cases}$$

#### 2.4.11 Maintenance Training Cost Element (MTRC)

The equation for this Cost Element is based on the following assumptions:

- o Cost is incurred for training of maintenance personnel only. There is no operations training cost included.
- o The cost estimated is that of additional training necessitated by ATU terminal equipment, and the cost of basic avionics training is assumed sunk.
- o Three types of training are modeled:
  - Type 1 is in-plant training by the production contractor;
  - Type 2 is Air Force service training performed by Type 1 trainees;
  - Recurring training is that necessitated by attrition among Air Force maintenance personnel.
- o On-the-job (OJT) training, if employed, does not involve any cost.
- o The number of persons requiring recurring training is determined by the number of avionics maintenance people expected to leave the Air Force each year and not by those who are merely transferred among bases.
- o Depot personnel are trained for maintenance of any item not always discarded on failure.
- o All base personnel are trained for maintenance of any item to be given intermediate maintenance at any base.

- o The cost of training includes the entire pay and any additional allowance paid to personnel while they are being trained. This is because training time is time away from jobs which may have to be filled by replacement personnel. The cost to compensate for this should be represented in the AF parameters PAL1, PAL2D, and PAL2B defined below.

The formula to compute maintenance training cost necessitates the following additional AF inputs:

- CPD2 = cost per class per day for type 2 training.
- HPD2 = number of in-class hours per day for a type 2 training class.
- PAL1 = average daily pay and allowance during training for a type 1 trainee.
- PAL2B = average daily pay and allowance during training for a type 2 base trainee.
- PAL2D = average daily pay and allowance during training for a type 2 depot trainee.
- QTYP1 = number of trainees for type 1 training.
- QTYP2B = initial number of base trainees for type 2 training.
- QTYP2D = initial number of depot trainees for type 2 training.
- SlC2 = maximum number of students per type 2 training class.
- TORB = turnover rate for base avionics maintenance personnel; the fraction of this work force leaving the AF (and replaced) per year.
- TORD = turnover rate for depot avionics maintenance personnel; the fraction of this work force leaving the AF (and replaced) per year.
- TRAV1D = average round trip travel expense for travel of type 1 and type 2 depot trainees to and from the relevant training facilities.
- TRAVB = average round trip travel expense for travel of type 2 base trainees to and from the type 2 training facility.

TYP2TF = ratio of type 2 training time to type 1 training time when the same course material is covered in both.

The following additional contractor inputs are also required:

CPD1 = cost per class per day for type 1 training.

HPD1 = number of in-class hours per day for a type 1 training class.

SPC1 = maximum number of students per type 1 training class.

TEFM = cost in dollars of equipment, facilities, and manuals required for all training and not accounted for by any other element of the ATU LCC Model. (Facilities considered are for type 1 training only.)

TIME1(I) = number of additional hours of type 1 training required for repair of ITEM type I.

Prior to presentation of the Maintenance Training equation, a few preliminary computations are performed to facilitate the reader's understanding:

$$T1 = \sum_I TIME1(I)$$

$$T2DA = TYP2TF * \sum_I TIME1(I) * U(1-COND(I))$$

$$T2BA = TYP2TF * \sum_I TIME1(I) * U(\sum_{NS} ERTBI(I,NS))$$

The three variables, T1, T2DA, and T2BA may be interpreted as follows. T1 represents the total number of type 1 training hours per type 1 trainee necessitated by the contractor's design. T2DA represents the total number of hours of type 2 training required for a depot trainee. T2BA is the analogous total for a base trainee. Computation of T2DA is based on the assumption that any ITEM which will be discarded on failure will not increase the type 2 training time. Similarly, for T2BA, only ITEMS which are expected to undergo base repair will necessitate additional type 2 training.

Then, the cost of training, denoted by MTRC, is computed according to the following equation:

$$\begin{aligned}
 \text{MTRC} = & \left\{ T1/HPD1 \right\}^+ * \left\{ Q\text{TYP}1/SPC1 \right\}^+ * CPD1 \\
 & + Q\text{TYP}1 * \left( \left\{ T1/HPD1 \right\}^+ * PAL1 + \text{TRAV}1D * U(T1) \right) \\
 & + \left\{ (T2DA * Q\text{TYP}2D * (1 + (PIUP-1) * TORD)) \right. \\
 & \quad \left. + T2BA * Q\text{TYP}2B * (1 + (PIUP-1) * TORB)) / (HPD2 * SPC2) \right\}^+ * CPD2 \\
 & + (1 + (PIUP-1) * TORD) * Q\text{TYP}2D * \left( \left\{ T2DA/HPD2 \right\}^+ * PAL2D + \text{TRAV}1D * U(T2DA) \right) \\
 & + (1 + (PIUP-1) * TORB) * Q\text{TYP}2B * \left( \left\{ T2BA/HPD2 \right\}^+ * PAL2B + \text{TRAV}B * U(T2BA) \right) \\
 & + \text{TEFM}
 \end{aligned}$$

where

$\left\{ X \right\}^+$  means the smallest integer greater than or equal to X, and

$$U(X) = \begin{cases} 1, & \text{if } X > 0 \\ 0, & \text{otherwise.} \end{cases}$$

Notice that the right hand side of the training equation consists of three main terms. The first accounts for type 1 training, the second for type 2 (initial and recurring), and the third is merely TEFM. In the type 1 term, the number of days of instruction and the number of classes are each computed separately, and their product is the number of class-days. In the type 2 term, to account for the possibility of depot and base personnel receiving some of their training concurrently, the total number of trainee-hours is computed

and divided by trainee-hours per class-day before the rounding up process takes place.

As for support equipment and tech. orders, the cost of training must be prorated among ITEMS to accommodate the RLA program. To satisfy this need, define the variable

MTRCI(I) = the pro rata part of MTRC attributed to ITEM type I,  
calculated by

MTRCI(I) =

$$\begin{aligned}
 & \text{ITPF1(I)} * \left( \left\{ \frac{T1}{\text{HPD1}} \right\}^+ * \left\{ \frac{\text{QTP1}}{\text{SPC1}} \right\}^+ * \text{CPD1} \right. \\
 & \quad \left. + \text{QTP1} * \left( \left\{ \frac{T1}{\text{HPD1}} \right\}^+ * \text{PAL1} + \text{TRAV1D} * \text{U(T1)} \right) \right) \\
 & + \text{ITPF2(I)} * \left( \left( \text{T2DA} * \text{QTP2D} * (1 + (\text{PIUP} - 1) * \text{TORD}) \right. \right. \\
 & \quad \left. \left. + \text{T2BA} * \text{QTP2B} * (1 + (\text{PIUP} - 1) * \text{TORB}) \right) \right. \\
 & \quad \left. * \frac{1}{(\text{HPD2} * \text{SPC2})} \right\}^+ * \text{CPD2} \\
 & + \text{ITPF3(I)} * (1 + (\text{PIUP} - 1) * \text{TORD}) * \text{QTP2D} \\
 & \quad * \left( \left\{ \frac{\text{T2DA}}{\text{HPD2}} \right\}^+ * \text{PAL2D} + \text{TRAV1D} * \text{U(T2DA)} \right) \\
 & + \text{ITPF4(I)} * (1 + (\text{PIUP} - 1) * \text{TORB}) * \text{QTP2B} \\
 & \quad * \left( \left\{ \frac{\text{T2BA}}{\text{HPD2}} \right\}^+ * \text{PAL2B} + \text{TRAVB} * \text{U(T2BA)} \right) \\
 & + \text{ITPF5(I)} * \text{TEFM}
 \end{aligned}$$

where the ITPFx(I) variables (for x=1, ..., 5) are itemized training proration factors defined as follows:

$$\text{ITPF1(I)} = \text{TIME1(I)} / \text{T1}$$

$$ITPF2(I) = TYP2TF * TIME1(I)$$

$$* (QTYP2D * U(1 - COND(I)) + QTYP2B * U(\sum_{NS} ERTBI(I, NS)))$$

$$* 1 / (QTYP2D * T2DA + QTYP2B * T2BA)$$

$$ITPF3(I) = TYP2TF * TIME1(I) * U(1 - COND(I)) / T2DA$$

$$ITPF4(I) = TYP2TF * TIME1(I) * U(\sum_{NS} ERTBI(I, NS)) / T2BA$$

$$ITPF5(I) = TIME1(I) * \left\{ QTYP1 + TYP2TF * (QTYP2D * U(1 - COND(I)) + QTYP2B * U(\sum_{NS} ERTBI(I, NS))) \right\}$$

$$* 1 / (QTYP1 * T1 + QTYP2D * T2DA + QTYP2B * T2BA)$$

Note: If T1=0 then

$$a) \quad ITPF1(I) = 0$$

and

$$b) \quad ITPF5(I) = \begin{cases} 1/NIUSED, & \text{if ITEM I is deployed} \\ 0, & \text{if ITEM I is not deployed} \end{cases}$$

where

$$NIUSED = \sum_I U(\sum_{NP} NITEM(I, NP))$$

ITPF5(I) is used to allocate the sum TEFM over each ITEM I for use by the RLA program. If T1 is not zero then the distribution can be done based on the values of TIME1(I). If T1 is zero, however, some other method of allocation is required. The method used in this case

is to allocate even portions of TEFM to each ITEM used in the system. The variable NIUSED holds the total number of unique ITEM types deployed in the system. Note that this value is not necessarily equal to the number of ITEMS listed in Data File 8A, since the values of NITEM(I,NP) in Data File 11A defines the actual deployment of each ITEM. Therefore, ITEM type I is considered to be deployed (and therefore counted in NIUSED) if

$$\sum_{NP} NITEM(I,NP) > 0$$

for that I. Note that the Model will allocate some types of costs to each ITEM listed in Data File 8A, whether that ITEM is deployed or not (see Section 6.4.13).

## SECTION 3

### LCC SENSITIVITY ANALYSIS CAPABILITY

#### 3.1 Introduction

In this section the methods used in the LCC Model to address the sensitivity of Life Cycle Cost to changes in various input data parameters is presented. This sensitivity analysis capability serves several purposes. First, it provides a measure of the fluctuation in LCC which may be experienced due to uncertainty in the estimates of various input parameters. For example, if failure rates can only be determined to within a 25% margin of error, then one of the LCC sensitivity analysis calculations will estimate the corresponding range of error in the LCC estimate.

Secondly, the sensitivity analysis calculations help to identify the significant cost drivers among the various input parameters. For example, questions like "Do variations in ITEM unit costs produce greater changes in LCC than variations in ITEM failure rates?" and "For which particular ITEMS is LCC most sensitive for a 25% change in failure rate?" can be answered using the sensitivity analysis capability.

Thirdly, the LCC sensitivity analysis capability may be used as a tool to perform system trade-off analyses. In fact, the sensitivity analysis calculations should prove helpful in identifying where beneficial trade-offs might be made. For example, for a particular ITEM, if LCC is more sensitive to the failure rate of the ITEM than to its unit cost, then it may be cost-effective to redesign the ITEM to a more reliable, higher cost unit.

The primary component of the LCC sensitivity analysis capability is presented in Section 3.2 below, where, for selected data input parameters, a set of equations is presented which calculate the estimated changes in LCC which would be produced by a given fractional change to each particular parameter.

Section 3.3 includes a discussion of how the LCC Model user can perform a simplified RLA by utilizing the LCC sensitivity analysis calculations (described in Section 3.2) with respect to the repair level fractional allocations RTS(I), NRTS(I) and COND(I).



Section 3.4 presents a sensitivity analysis calculation which tries to identify those SRUs among the contractor's equipment design which, for cost-effectiveness, might be worth redesigning as LRUs.

Finally, Section 3.5 describes how the LCC Model user may also perform LCC sensitivity and trade-off analyses by utilizing the global multiplier factors XUC, XFR, XFPR, and XMIL (on unit costs, failure rates, false pull rates, and MOD/I labor hours, respectively). In particular, these global multiplier factors can be used as a supplement to and in conjunction with the detailed sensitivity analysis calculations presented in Section 3.2

### 3.2 LCC Sensitivity Analysis Using Incremented Data Parameters

Presented in this section are the LCC sensitivity equations which are used in the LCC Model to estimate the changes in LCC that would result from fractional changes in the values of each of certain selected input data parameters. We divide these parameters into global (system-wide) parameters and ITEM-specific parameters in Table 3-1 below:

Table 3-1

#### Sensitivity Analysis Data Parameters

##### Global Parameters

Unit Cost	-	XUC Multiplier
Failure Rate	-	XFR Multiplier
False Pull Rate	-	XFPR Multiplier
Repair Materials Cost	-	XRM Multiplier
Mod/Installation Labor Man-hours	-	XMIL Multiplier
Maintenance Repair Times	-	FINC Multiplier
Program Lifetime	-	FINC Multiplier

##### ITEM - Specific Parameters

Unit Cost	-	FINC Multiplier
Failure Rate	-	FINC Multiplier
False Pull Rate	-	FINC Multiplier
Repair Materials Cost	-	FINC Multiplier
Intermediate Repair Fraction	-	FINC Increment
Depot Repair Fraction	-	FINC Increment
Condemnation Rate	-	FINC Increment

For each of the data parameters listed above (and for each ITEM type I if the factor is ITEM-specific), the LCC Model computes the average change (either positive or negative) in Life Cycle Cost which is produced by a fractional increase in the value of the given factor.

The variable FINC is used to stand for the fractional increase in the factor under consideration. This increase is implemented in two different ways depending on the particular factor. For the factors XUC, XFR, XFPR, BMF/DMF, XRM, PIUP, XMIL, UP(I), FR(I), FPR(I), and RM(I), the equations compute the change in LCC which results from increasing the given factor by a multiple of FINC. For example, if FINC=.25 and the factor under consideration is UP(I), the change in LCC which would result from changing UP(I) to  $UP(I) + (.25)*UP(I) = (1.25)*UP(I)$  is computed. However, for the factors RTS(I), NRTS(I) and COND(I) (which are themselves fractions), FINC is used to stand for the absolute increase in the factor. Thus, if FINC=.25 and the factor under consideration is RTS(I), then the change in LCC which would result from changing RTS(I) to  $RTS(I) + .25$  is computed. (Actually the minimum of  $RTS(I) + .25$  and 1.0 is taken.)

In the equations below, the notation TDXXX stands for the change in LCC which is produced by a fractional increase of FINC when the factor XXX is used, where XXX may be any one of the factors listed in Table 3-1. Thus TDUP(I) stands for the change in LCC produced by a fractional change of FINC in the factor UP(I). We will, in addition, refer to TDXXX as the change in LCC with respect to the factor XXX.

Note that if XXX is one of the "global" parameters listed in Table 3-1, then TDXXX is a single value and will be printed in the Sensitivity Analysis Output Table of an LCC Model computer run. On the other hand, if XXX is one of the "ITEM-specific" parameters then there is a value of TDXXX for each different ITEM index I, e.g., if XXX is UP(I) then TDUP(I) will be calculated for each different index number I. In this case the LCC Model will print out the most significant TDUP(I) values first, i.e., the most significant TDUP(I) over all different I indices will be printed first, the second most significant TDUP(I) will be printed second, and so on. This "sorting" method thus effectively identifies those ITEMS for which a given ITEM-specific parameter is most cost-sensitive. In this context, since most LCC sensitivity calculations are "two-sided" (see Caution (2) below), the term "most-significant" for these calculations means largest in absolute value. By exception, for the terms RTS(I), NRTS(I), and COND(I), the analyst is most interested in those changes in repair levels which produce savings in LCC.

Thus for these three factors "most significant" means largest in negative value. In other words, TDRTS(I), TDNRTS(I), and TDCOND(I) will be sorted in order of greatest predicted savings in LCC. (A sample Sensitivity Analysis Output Table appears at the end of the Illustrative LCC Model Computer Run contained in Appendix B)

CAUTIONS: There are several important considerations which should be kept in mind when using the sensitivity analysis calculations. These are:

- (1) In general, the sensitivity analysis calculations attempt to present average estimated changes in LCC, i.e., the continuous "trend" in LCC. Jump increases in costs, such as for peculiar support equipment are averaged out. Thus, for example, the sensitivity analysis calculations will prorate the cost of additional support equipment utilization (say, due to an increase in ITEM failure rates), regardless of whether or not the increased utilization necessitates the purchase of a new piece of support equipment.

For this reason, the increased LCC predicted by the sensitivity analysis calculation on, say, the XFR factor with a FINC value of .20, may not exactly equal the increase in the LCC value which is calculated by a re-run of the LCC Model in which the data input XFR has been increased by 20%. For example, the increase in failure rates may not have been quite significant enough to necessitate buying another \$100,000 piece of peculiar support equipment, so no change in the support equipment (SE) cost would be visible in a re-run of the LCC Model. This gives the impression that SE costs, at that point, are very insensitive to changes in failure rates, whereas, in fact, the next slightest increase in failure rates will have a \$100,000 impact on LCC. The sensitivity analysis calculation, on the other hand, may have included only 20, 80% of the potential \$100,000 added SE cost, indicating a "trend" of SE costs as a function of increased failure rates.

- (2) The user should keep in mind that if a fractional increase in a particular factor produces an increase in Life Cycle Cost, then a fractional decrease in that factor should produce a comparable decrease in LCC. In this sense, one should view the LCC sensitivity calculations as being two-sided.

- (3) The sensitivity analysis calculations exhibit the estimated change in LCC due to a fractional change in only one data parameter at a time. Since there may be some "interactive" effect on LCC of changing two different parameters, say UP(I) and FR(I), at the same time, the combined change in LCC may not equal the sum of the LCC changes predicted by the sensitivity analysis calculations for each data parameter separately. The combined change can best be measured by altering both data input parameters in a re-run of the LCC Model. As noted in Section 3.5, the global multiplier factors XUC, XFR, XFPR and XMIL can also be used in this manner to measure global interactive effects on LCC.
- (4) In order to properly perform sensitivity analysis on the repair level fractions RTS(I), NRTS(I) and COND(I), all ITEM data that is required for any repair level decision must be provided as input to the model. For example, even if depot repair is not intended for ITEM type I, the user should still input a non-zero, realistic value for DMH(I), so that the LCC sensitivity calculation which corresponds to changing NRTS(I) from 0 to, say, .20 will be meaningful. Even in the extreme case where COND(I) = 1, the user must input realistic values for BCMH(I), BMH(I), DMH(I), RM(I), A(I,L), SECODE(I,L), DATAB(I), DATAD(I) and TIME1(I) in order for the LCC sensitivity calculations on RTS(I) and NRTS(I) to represent accurate cost changes.

#### 3.2.1 Global Unit Cost - XUC Multiplier

The average increase in LCC produced by a fractional increase of FINC in all prime mission and timing net equipment unit costs (both for ITEMS and Terminals) is denoted by TDXUC and computed via the equation:

$$TDXUC = FINC * (TERMH + ISC + RSC)$$

where PRODC, ISC, and RSC are the total life cycle costs of the Production, Initial Spares, and Replacement Spares Cost Elements, respectively.

#### 3.2.2 Global Failure Rate - XFR Multiplier

The expected change in LCC produced by a fractional increase of FINC in the failure rates of all ITEMS system wide is given by

$$TDXFR = \sum_I TDFR(I)$$

where TDFR(I) is the LCC sensitivity calculation with respect to the ITEM-specific failure rate FR(I). (See Section 3.2.9 for the equation which calculates TDFR(I).)

In words, LCC sensitivity with respect to the global failure rate factor XFR is just the sum of the changes in LCC produced by increasing the individual ITEM failure rates FR(I) by the same fractional amount FINC.

REMARK: Failure rates are directly proportional to operating hours. Thus, a fractional increase of FINC in operating hours will produce a fractional increase of FINC in the global failure rate, and hence an increase of TDXFR in LCC. Clearly then, sensitivity analysis on the global failure rate XFR also represents sensitivity analysis on global operating hours.

### 3.2.3 Global False Pull Rate - XFPR Multiplier

The estimated change in LCC produced by a fractional increase of FINC in all LRU false pull rates FPR(I) is given by:

$$TDXFPR = \sum_I TDFPR(I)$$

where TDFPR(I) is the LCC sensitivity calculated with respect to the ITEM-specific false pull rate FPR(I) (presented in Section 3.2.10).

We assume here that only LRUs have positive false pull rates. Thus, LCC sensitivity with respect to XFPR is given by the sum of the changes in LCC produced by increasing the individual false pull rates of each LRU by the fractional amount FINC.

### 3.2.4 Global Maintenance Repair Times

This section considers the change in LCC produced by increasing both the base maintenance factor BMT and the depot maintenance factor DMF by a fractional amount FINC. If the LCC Model user wishes to do sensitivity on only one of these two factors, he can change its value interactively in the appropriate NAMELIST while making consecutive runs of the model. (See Section 7.6 for a discussion of

interactive inputs.) The resulting change in LCC is thus given by:

$$TDMF = FINC * ONMC$$

$$+ 12 * PIUP * FINC * \sum_I \left[ \sum_{NS} (ERHBI(I, NS) * TNB(NS) * BLR) \right. \\ \left. + ERHD(I) * DLR \right] \\ + FINC * \sum_L \left[ \sum_{NS} [USE(L, NS) * ERHAB(L, NS) * ISET(L, NS) * TNB(NS) / BAA] \right. \\ \left. + USED(L) * ERHAD(L) * ISETD(L) / DAA \right] * CSE(L) * (1 + PIUP * MSE(L))$$

where

$$USE(L, NS) = \begin{cases} 0, & \text{if SE type L is PSE or new CSE and} \\ & 0 < ERHAB(L, NS) < MUSE * BAA \\ 1, & \text{otherwise} \end{cases}$$

and

$$USED(L) = \begin{cases} 0, & \text{if SE type L is PSE or new CSE and} \\ & 0 < ERHAD(L) < MUSE * DAA \\ 1, & \text{otherwise} \end{cases}$$

where

MUSE = minimum fractional utilization threshold for considering additional SE costs. If a PSE or new CSE unit is utilized less than the fraction MUSE of its available hours, then additional use of this SE unit will produce no predicted added cost in sensitivity analysis calculations.

Thus TDMF measures the increase in LCC that would occur if all maintenance repair times were increased by a fractional amount FINC (for example to measure the LCC impact of potentially underestimated repair times). The terms in the equation for TDMF above cover, respectively, the increase costs for on-equipment maintenance, intermediate repair manhours at the base level, depot repair manhours, and added support equipment (SE) costs at the base and depot level.

Note that if a peculiar SE unit or a common SE unit which requires procurement is already deployed at a location and is being under-

utilized (i.e., used less than MUSE of its available time), then added utilization of this SE to meet increased repair times will produce no predicted added cost in the sensitivity calculation of TDMF. However, if this SE unit is being utilized a fair percentage of its available time, then a prorated portion of its unit cost will be incurred in the sensitivity calculation for additional usage. This indicates a "trend" in LCC in the sense that a continued increase in repair manhours will soon require the purchase of an additional unit of this SE Type. Common/on site SE costs are always pro-rated for fractional utilization. (See the calculations of NSEB(L,NS) and NSED(L) in Section 2.3.3.)

### 3.2.5 Global Repair Materials Cost - XRM Multiplier

A fractional increase of FINC in all ITEM repair materials cost factors RM(I) will produce an expected increase in LCC equal to:

$$TDXRM = \sum_I TDRM(I),$$

where TDRM(I) is the ITEM-specific increase in LCC due to a fractional increase of FINC in the value of RM(I) (calculated in Section 2.2.11.)

Note: As noted previously, XRM is not a direct data input to the LCC Model, hence it must not appear in Data File 1 and may not be input interactively in NAMELIST /G02/.

### 3.2.6 System Operational Lifetime

In this section the impact on LCC of considering a longer program lifetime is considered. Of course, a shorter program lifetime would produce a comparable decrease in projected LCC.

First increase in PIUP is rounded to the nearest integer number of years by letting

$$CPIUP = \lfloor FINC * PIUP + .5 \rfloor$$

where the bars represent truncation of the fractional part.

The change in LCC due to a change of CPIUP years in the value of PIUP is then given by:

$$\begin{aligned}
TDPIUP = & (CPIUP/PIUP)*[OC+ONMC+OFMC+SECR+IIMCR \\
& + (PIUP*\sum_I FYR(I)* [COND(I)+(1-COND(I))*RM(I)] *UP(I)*XUC) \\
& + \frac{PIUP}{PIUP-1}*(STDGR + RMTRC)]
\end{aligned}$$

where OC, ONMC, and OFMC are, respectively, the total cost for the Operations, On-Equipment Maintenance, and Off-Equipment Maintenance Cost Elements.

The expression

$$(PIUP*\sum_I FYR(I)* [COND(I)+(1-COND(I))*RM(I)] *UP(I)*XUC)$$

where

FYR(I) = Total failures per year requiring repair for ITEM type I, computed by

$$= 12*\sum_{NS} FAIL(I,NS)*TNB(NS)*(1-COND(NHI(I)))$$

represents the change in replenishment spares cost due to the change in PIUP. SECR represents the recurring maintenance cost of support equipment, given by the equation:

$$SECR = PIUP*\{\sum_L (\sum_{NS} NSEB(L,NS)*TNB(NS)) + NSED(L)\}*MSE(L)*CSE(L)$$

IIMCR represents the recurrent cost of ITEM Inventory Management, given by

$$\begin{aligned}
IIMCR = PIUP \sum_I [IUT(I)*(1+CPA(I))*U(1-COND(NHI(I)))*RMC \\
+ (BIS(I)+BCIS(I)*CPA(I))*SA]
\end{aligned}$$



STDCR represents the recurrent cost of technical orders, computed according to the formula:

$$\text{STDCR} = \left[ \text{DDATA} + \text{BDATA} + \sum_1 (\text{DATAD}(1) + * \text{DATAB}(1)) \right. \\ \left. + \sum_L \text{U(TNSE}(L)) * \text{DATAS}(L) \right] * (\text{PIUP} - 1) * \text{UCPP}$$

RMTRC represents the recurrent cost of maintenance training, computed as

$$\text{RMTRC} = \text{MTRC} - \text{IMTRC}$$

where MTRC is the total cost of maintenance training, and IMTRC, the initial training cost, is given by

$$\text{IMTRC} = \left\{ \text{T1/HPD1} \right\}^+ * \left\{ \text{QTYP1/SPC1} \right\}^+ * \text{CPD1} \\ + \text{QTYP1} * \left\{ \text{T1/HPD1} \right\}^+ * \text{PAL1} + \text{TRAV1D} * \text{U(T1)} \\ + \left\{ (\text{T2DA} * \text{QTYP2D} + \text{T2BA} * \text{QTYP2B}) / (\text{HPD2} * \text{SPC2}) \right\}^+ * \text{CPD2} \\ + \text{QTYP2D} * \left\{ \text{T2DA/HPD2} \right\}^+ * \text{PAL2D} + \text{TRAV1D} * \text{U(T2DA)} \\ + \text{QTYP2B} * \left\{ \text{T2BA/HPD2} \right\}^+ * \text{PAL2B} + \text{TRAV2B} * \text{U(T2BA)} \\ + \text{TEFM}$$

### 3.2.7 Mod/Installation Labor Man-hours - XMIL Multiplier

Mod/Installation labor manhours are difficult to estimate with accuracy. In this section the increase in LCC that would occur if all Mod/I manhours were to increase by (or were underestimated by) a fractional amount FINC is measured. This resulting increase in LCC is denoted by TDXMIL and given by the equation:

$$\begin{aligned} \text{TDXMIL} = & \text{FINC} * \sum_{\text{NS}} \sum_{\text{NP}} \text{NPLT}(\text{NP}, \text{NS}) * \text{TNB}(\text{NS}) \\ & * \sum_{\text{M}} \text{FR}(\text{M}, \text{NP}) * \text{MILR}(\text{M}) * \sum_{\text{IA}} \text{MIMH}(\text{IA}, \text{M}, \text{NP}) * \text{XMIL} \end{aligned}$$

### 3.2.8 ITEM Unit Cost

The estimated increase in LCC produced by a fractional increase of FINC in the unit cost of ITEM type I, UP(I), is calculated via the formula:

$$\begin{aligned} \text{TDUP}(\text{I}) = & \text{FINC} * \sum_{\text{NP}} \text{TOTT}(\text{NP}) * \text{NITEM}(\text{I}, \text{NP}) * \text{UP}(\text{I}) * \text{LC}(\text{I}) * \text{XUC} \\ & + \text{FINC} * (\text{ISCA}(\text{I}) + \text{RSCA}(\text{I})) \end{aligned}$$

where ISCA(I) and RSCA(I) are, respectively, the costs for Investment Spares and Replenishment Spares of ITEM type I, as calculated in Sections 2.4.4 and 2.4.5, respectively.

The first term in the equation for TDUP(I) above is meant to cover the increased Production cost that can be inferred from an increased unit cost of ITEM type I.

Note: Because of the use of learning effects in the ATU LCC Model, a calculation of the total change in ITEM procurement quantities must be made whenever changes in PSEQ(I), TISQ(I), and/or YRSQ(I) are a result of the sensitivity analysis. This quantity change is represented by XITEMQ(I) in each sensitivity analysis considered. Such a calculation is required so that when LC(I) is called in the sensitivity equation, the resulting cost change will include the change due to the learning factor computed on the basis of the "new" procurement quantities.

### 3.2.9 ITEM Failure Rate

As noted previously, the ITEM failure rate factor  $FR(I)$  is not a direct data input to the LCC Model, but merely represents the average number of failures per million operating hours for ITEM type I. Thus, although  $FR(I)$  is not calculated directly within the LCC Model, it may be thought of as being given by the equation

$$FR(I) = 1000000/MTBMI(I),$$

where  $MTBMI(I)$  represents an "average mean time between maintenance incidents over the various  $MTBMI(I, LE(NP))$  values for platforms NP in which ITEM type I is installed. This approach is taken because it is easier to interpret the meaning of (for example) a 20% increase in failure rate than a 20% increase in mean time between maintenance actions.

A change in ITEM failure rates affects both initial and replenishment spares requirements. This change is computed by:

$$XITEMQ(I) = (TISQN(I) - TISQ(I)) + FINC * NRUC * YRSQ(I)$$

where  $TISQN(I)$  is the "new" investment spares quantity for ITEM I, computed as:

$$TISQN(I) = \left[ \sum_{NS} TNB(NS) * F((1 + FINC) * NFB(I, NS)) \right] + F((1 + FINC) * NFD(I))$$

The expected change in LCC produced by a fractional increase of  $FINC$  in the overall failure rate of ITEM type I, denoted  $TDFR(I)$ , is then given by the equation:

$$\begin{aligned}
\text{TDFR}(I) = & (1+\text{FINC}) * \text{FYR}(I) * \{ (\text{NRUC} * \text{LC}(I) + (\text{PIUP} - \text{NRUC})) * \text{COND}(I) \\
& + \text{PIUP} * (1 - \text{COND}(I)) * \text{RM}(I) \} * \text{UP}(I) * \text{XUC} \\
& - \text{RSCA}(I) \\
& + \text{TISQN}(I) * \text{UP}(I) * \text{LC}(I) * \text{XUC} \\
& - \text{ISCA}(I) \\
& + \text{FINC} * (\text{ONMCA}(I) + \text{OFMCA}(I)) \\
& + \text{FINC} * \sum_L \left\{ \sum_{\text{NS}} \left[ \frac{\text{USE}(L, \text{NS}) * \text{ERHBI}(I, \text{NS}) * \text{U}(A(I, \text{RMI}(I, \text{NS}), L))}{\text{BAA}} \right. \right. \\
& \quad \left. \left. * \text{ISET}(L, \text{NS}) * \text{TNB}(\text{NS}) \right] \right. \\
& + \left. \frac{\text{USED}(L) * \text{ERHD}(I)}{\text{DAA}} * \text{U}(A(I, 1, L)) * \text{ISETD}(L) \right] * \text{CSE}(L) * (1 + \text{PIUP} * \text{MSE}(L)) \left. \right\} \\
& + \sum_{\text{NS}} [\min\{F((1 + \text{FINC}) * \text{NFB}(I, \text{NS})), 1\} - \min\{F(\text{NFB}(I, \text{NS})), 1\}] \\
& \quad * \text{TNB}(\text{NS}) * \text{PIUP} * \text{SA}
\end{aligned}$$

The terms in the equation above represent the increases in LCC produced in, respectively, Replenishment Spares, base and depot Initial Spares, On and Off-Equipment Maintenance, base Support Equipment, depot Support Equipment, and base-level Inventory Management.

### 3.2.10 ITEM False Pull Rate

The estimated change in LCC resulting from a fractional increase of FINC in the false pull rate FPR(I) of ITEM type I is given by:

- (i) If ITEM type I is not an LRU, i.e., LRU(I)=0, then  
TDFPR(I)=0.

(Recall that it is assumed that only LRUs have positive false pull rates.)

- (ii) If ITEM type I is an LRU, i.e., LRU(I)=1, then the estimated change in ITEM procurement quantities due to the effect of an increase of FINC in the false pull rate FPR(I) on the initial spares quantity TISQ(I) of ITEM I is given by:

$$XITEMQ(I) = \sum_{NS} TNB(NS) * [F(NFB(I, NS) + CHNFB(I, NS)) - F(NFB(I, NS))]$$

The resulting change in LCC due to a fractional increase in the false pull rate FPR(I) of ITEM I and the accompanying change in the learning curve factor LC(I) for item type I is given by:

$$\begin{aligned} TDFPR(I) = & (TISQ(I) + XITEMQ(I)) * UP(I) * LC(I) * XUC - ISCA(I) \\ & + 12 * PIUP * \sum_{NS} TNB(NS) * FAIL(I, NS) * FINC * FPR(I) * XFPR * RMH(I) * BMF * BLR \\ & + 12 * PIUP * \sum_{NS} TNB(NS) * FAIL(I, NS) * FINC * FPR(I) * XFPR \\ & \quad * [BCM(H(I)) * BMF * BLR + SAT(NS) * 2 * CPPC * WT(I)] \\ & + \sum_{NS} [(1 - SAT(NS)) * \{FAIL(I, NS) + CIMF(NS) * \sum_{\substack{B \\ NHB(B)=NS}} FAIL(I, B) * NBC(B)\} \\ & \quad * FINC * FPR(I) * XFPR * BCM(H(I)) * BMF / BAA \\ & \quad * \{ \sum_L U(A(I, RMI(I, NS), L)) * USE(L, NS) * ISET(L, NS) * CSE(L) \\ & \quad \quad * (1 + PIUP * MSE(L)) \}] \end{aligned}$$

$$\begin{aligned}
& + \sum_{NS} \text{TNB}(\text{NS}) * \text{PIUP} * \text{SA} * [\min(\text{F}(\text{CHNFB}(\text{I}, \text{NS}) + \text{NFB}(\text{I}, \text{NS})), 1) \\
& \quad - \min(\text{F}(\text{NFB}(\text{I}, \text{NS})), 1)] \\
& + \sum_{NP} \text{TOTT}(\text{NP}) * [\text{NITEM}(\text{I}, \text{NP}) * \text{UP}(\text{I}) * \text{LC}(\text{I}) * \text{XUC} - \text{HDWRIT}(\text{I}, \text{NP})] \\
& + \text{FYR}(\text{I}) * [(\text{NRUC} * \text{LC}(\text{I}) + (\text{PIUP} - \text{NRUC})) * \text{COND}(\text{I}) \\
& \quad + \text{PIUP} * (1 - \text{COND}(\text{I})) * \text{RM}(\text{I})] * \text{UP}(\text{I}) * \text{XUC} \\
& - \text{RSCA}(\text{I})
\end{aligned}$$

where the change in the base NS pipeline of ITEM type I which is due to the increased false pull rate is denoted by CHNFB(I,NS) and is determined as follows:

(i) If NS is a satellite base, i.e., BTYPE(NS)=3, then

$$\text{CHNFB}(\text{I}, \text{NS}) = \text{FAIL}(\text{I}, \text{NS}) * \text{LRU}(\text{I}) * \text{FINC} * \text{FPR}(\text{I}) * \text{XFPR} * \text{OSTC}$$

(ii) If NS is an independent or CIMF base, then

$$\begin{aligned}
\text{CHNFB}(\text{I}, \text{NS}) &= \text{FAIL}(\text{I}, \text{NS}) * \text{LRU}(\text{I}) * \text{FINC} * \text{FPR}(\text{I}) * \text{XFPR} * \text{BRCT} \\
& + \text{CIMF}(\text{NS}) * \sum_{\substack{B \\ \text{NHB}(B) = \text{NS}}} \text{FAIL}(\text{I}, B) * \text{NBC}(B) * \text{LRU}(\text{I}) * \text{FINC} * \text{FPR}(\text{I}) * \text{XFPR} * \text{CRCT}
\end{aligned}$$

The terms in the equation for TDFPR(I) above account for increases in LCC produced in, respectively, base Initial Spares, LRU removal and replacement manhours, bench checkout manhours and packing and shipping costs, Support Equipment, base Inventory Management, Production, and Replacement Spares.

### 3.2.11 ITEM Repair Materials Cost

The change in LCC produced by a fractional increase of FINC in the ITEM repair materials cost factor RM(I) is given by the equation:

$$TDRM(I) = PIUP * FYR(I) * (1 - COND(I)) * FINC * RM(I) * UP(I) * XUC$$

The equation above was derived from the repair materials cost portion of the Replacement Spares Cost Element equation given in Section 2.4.5.

### 3.2.12 CHLCC - Change in LCC for Repair Level Sensitivity

This section presents a basic equation which can be used to compute LCC sensitivity with respect to each of the ITEM repair level parameters RTS(I), NRTS(I), and COND(I). The fact that one basic equation is sufficient to compute LCC sensitivity with respect to these three different factors is due to the following circumstances. First, changes in any of these three parameters will impact exactly the same components of LCC. Secondly, for any particular ITEM type I, the three factors RTS(I), NRTS(I), and COND(I) cannot be increased or decreased independently of one another in any case. This is because the basic identity

$$RTS(I) + NRTS(I) + COND(I) = 1.0$$

must always be maintained for each value of I. For example, an increase of .25 in RTS(I) must be accompanied by an off-setting decrease of .25 in the sum of NRTS(I) and COND(I).

For these reasons, presented below are equations for the change in procurement quantities and in LCC produced by any possible combination of changes among the parameters RTS(I), NRTS(I), and COND(I). Thus, for a particular ITEM type I, if CR(I), CN(I), and CC(I) represent numerical changes to the parameters RTS(I), NRTS(I), and COND(I), respectively, then the resulting change in XITEMQ(I) due to the change in initial spares is estimated via the following equation:

$$XITEMQ(I) = \sum_{NS} TNB(NS) * [ F(CNFB(I,NS) + NFB(I,NS)) - F(NFB(I,NS)) ] \\ + F(CNFD(I) + NFD(I)) - F(NFD(I))$$

The change in LCC, denoted CHLCC, due to changes in the parameters RTS(I), NRTS(I), COND(I), and LC(I) is estimated by the following equation (which is actually a function of CR(I), CN(I), CC(I), LC(I), and I):

$$\text{CHLCC}(\text{CR}(\text{I}), \text{CN}(\text{I}), \text{CC}(\text{I}), \text{I})$$

$$= \sum_{\text{NS}} \text{TNB}(\text{NS}) * [\text{F}(\text{CNFB}(\text{I}, \text{NS}) + \text{NFB}(\text{I}, \text{NS})) + \text{F}(\text{CNFD}(\text{I}) + \text{NFD}(\text{I}))] * \text{UP}(\text{I}) * \text{LC}(\text{I}) * \text{XUC} - \text{ISCA}(\text{I})$$

$$+ \text{FYR}(\text{I}) * [(\text{NRUC} * \text{LC}(\text{I}) + (\text{PIUP} - \text{NRUC})) * (\text{COND}(\text{I}) + \text{CC}(\text{I})) + \text{PIUP} * (1 - (\text{COND}(\text{I}) + \text{CC}(\text{I}))) * \text{RM}(\text{I})] * \text{UP}(\text{I}) * \text{XUC} - \text{RSCA}(\text{I})$$

$$+ 12 * \text{PIUP} * \sum_{\text{NS}} \text{FAIL}(\text{I}, \text{NS}) * \text{TNB}(\text{NS}) * \left\{ \begin{aligned} &(\text{LRU}(\text{I}) + \text{RTS}(\text{NHI}(\text{I}))) * [\text{CR}(\text{I}) * \text{BMH}(\text{I}) * \text{BMF} * \text{BLR} \\ &+ \text{CN}(\text{I}) * (\text{DMH}(\text{I}) * \text{DMF} * \text{DLR} + 2 * \text{CPPD}(\text{LO}(\text{NS})) * \text{WT}(\text{I})) \\ &+ \text{CC}(\text{I}) * \text{CPPD}(\text{LO}(\text{NS})) * \text{WT}(\text{I})] \\ &- \text{NRTS}(\text{NHI}(\text{I})) * \text{CC}(\text{I}) * \text{DMH}(\text{I}) * \text{DMF} * \text{DLR} \end{aligned} \right\}$$

$$+ \sum_L \left\{ \sum_{\text{NS}} U(\text{A}(\text{I}, \text{RMI}(\text{I}, \text{NS}), \text{L})) * \text{CSE}(\text{L}) * (1 + \text{PIUP} * \text{MSE}(\text{L})) * \text{TNB}(\text{NS}) * \text{CHSE}(\text{L}, \text{NS}) \right\} + U(\text{A}(\text{I}, 1, \text{L})) * \text{CSE}(\text{L}) * (1 + \text{PIUP} * \text{MSE}(\text{L})) * \text{CHSED}(\text{L}) \left\{ \right.$$



$$\begin{aligned}
& + \sum_{NS} \{ (1 - \text{SAT}(\text{NS})) * \text{TNB}(\text{NS}) * \text{PIUP} * \text{SA} \\
& * [\min\{\text{F}(\text{CNFB}(\text{I}, \text{NS}) + \text{NFB}(\text{I}, \text{NS})), 1\} - \min\{\text{F}(\text{NFB}(\text{I}, \text{NS})), 1\} \\
& \quad + \text{CPP}(\text{I}, \text{NS}) * \text{PA}(\text{I})] \} \\
& + \sum_{NP} \{ \text{TOTT}(\text{NP}) * \text{NITEM}(\text{I}, \text{NP}) * \text{UP}(\text{I}) * \text{LC}(\text{I}) * \text{XUC} - \text{HDWRIT}(\text{I}, \text{NP}) \}
\end{aligned}$$

The terms in the above equation (i.e., each summation) accounts, respectively, for the changes in the cost of Investment Spares, Replenishment Spares, Maintenance, Support Equipment, ITEM Inventory Management and Production.

Also, in the above equation  $\text{CNFB}(\text{I}, \text{NS})$  represents the resulting change in the base NS pipeline of ITEM type I, computed via the equation:

$$\begin{aligned}
\text{CNFB}(\text{I}, \text{NS}) = & (1 - \text{SAT}(\text{NS})) * \text{FAIL}(\text{I}, \text{NS}) * (\text{LRU}(\text{I}) + \text{RTS}(\text{NHI}(\text{I}))) \\
& * [\text{CR}(\text{I}) * \text{BRCT} + (\text{CN}(\text{I}) + \text{CC}(\text{I})) * \text{OST}(\text{LO}(\text{NS}))] \\
& + \text{CIMF}(\text{NS}) * \sum_{\substack{B \\ \text{NHB}(B) = \text{NS}}} \{ \text{FAIL}(\text{I}, B) * \text{NBC}(B) \} * (\text{LRU}(\text{I}) + \text{RTS}(\text{NHI}(\text{I}))) \\
& * [\text{CR}(\text{I}) * \text{CRCT} + (\text{CN}(\text{I}) + \text{CC}(\text{I})) * (\text{OST}(\text{LO}(\text{NS})) + \text{U}(\text{FPR}(\text{I}) * \text{XFPR}) * \text{CRCT})]
\end{aligned}$$

Similarly,  $\text{CNFD}(\text{I})$  represents the resulting change in the depot pipeline of ITEM type I, given by:

$$\begin{aligned}
\text{CNFD}(\text{I}) = & \sum_{NS} \text{FAIL}(\text{I}, \text{NS}) * \text{TNB}(\text{NS}) * \{ (\text{LRU}(\text{I}) + \text{RTS}(\text{NHI}(\text{I}))) \\
& * \text{CN}(\text{I}) * \text{DRCT}(\text{LO}(\text{NS})) - \text{NRTS}(\text{NHI}(\text{I})) * \text{CC}(\text{I}) * \text{DAD} \}
\end{aligned}$$

The terms  $\text{CHSE}(\text{I}, \text{NS})$  and  $\text{CHSED}(\text{I})$  in the equation for  $\text{CHLCC}$  represent resulting changes in support equipment requirements at the base and depot level, respectively. To calculate these changes in SE, the changes in repair manhours expended on ITEM type I at both the base and depot level must first be calculated. The change in repair manhours at each base of type NS is denoted by  $\text{CRH}(\text{I}, \text{NS})$  and determined as follows:

(i) If NS is a satellite base,  $CRH(I,NS)=0$

(ii) If NS is an independent or CIMF base, then

$$CRH(I,NS)=FAIL(I,NS)*(LRU(I)+RTS(NHI(I)))*CR(I)*BMH(I)*BMF$$

$$+ CIMF(NS)*\sum_{\substack{B \\ NHB(B)=NS}} FAIL(I,B)*NBC(B)*(LRU(I)+RTS(NHI(I)))$$

$$*[(CR(I)+CN(I)+U(FPR(I)*XFPR)*CC(I))*BCM(I)+CR(I)*BMH(I)]*BMF$$

The change in repair manhours expended on ITEM type I at the depot is denoted by  $CRHD(I)$  and is given by the formula:

$$CRHD(I)=\sum_{NS} FAIL(I,NS)*TNB(NS)*[(LRU(I)+RTS(NHI(I)))*CN(I) \\ - NRTS(NHI(I))*CC(I)]*DMH(I)*DMF$$

The change in SE requirements at the base level is then determined as follows:

(i) If  $CRH(I,NS)=0$  then  $CHSE(L,NS)=0$  for all SE types L.

(ii) If  $CRH(I,NS) > 0$  then, for each SE type L,

$$CHSE(L,NS)=USE(L,NS)*[CRH(I,NS)/BAA] \\ *max\{ISET(L,NS),A(I,RMI(I,NS),L)\}$$

(iii) If  $CRH(I,NS) < 0$  then, for each SE type L,

$$CHSE(L,NS)=[CRH(I,NS)/ERHAB(L,NS)]*NSEB(L,NS)$$

The change in SE requirements at the depot is determined in a similar fashion, i.e.,:

(i) If  $CRHD(I)=0$  then  $CHSED(L)=0$  for all SE types L.

(ii) If  $CRHD(I) > 0$  then

$$CHSED(L)=USED(L)*[CRHD(I)/DAA]*max\{ISETD(L),A(I,I,L)\}$$

(iii) If  $CRHD(I) < 0$  then

$$CHSED(L)=[CRHD(I)/ERHAD(L)]*NSED(L)$$

Finally, the term  $CPP(I,NS)$  in the equation for  $CHLCC$  represents the change in the inventory of piece parts at the base level and is determined as follows:

(i) If  $RTS(I)*NFB(I,NS) = 0$  then

$$CPP(I,NS) = U(CR(I)*(CNFB(I,NS)+NFB(I,NS)))$$

(ii) If  $RTS(I)*NFB(I,NS) > 0$  then

$$CPP(I,NS) = \begin{cases} CR(I)/RTS(I), & \text{if } CR(I) < 0 \\ 0, & \text{otherwise} \end{cases}$$

Thus  $CPP(I,NS)$  represents either possibly additional piece part inventory requirements (case (i)) or possibly reduced piece part inventory requirements (case (ii)).

### 3.2.13 ITEM Intermediate Repair Fraction

For sensitivity analysis on the parameter  $RTS(I)$  the change in  $LCC$  which results from an absolute (rather than fractional) increase in  $RTS(I)$  equal to an amount  $FINC$  is estimated.

However, there are two factors to consider in effecting this increase to the  $RTS(I)$  parameter. First, the value of  $RTS(I)$  may never exceed unity. Second, since the identity

$$(*) \quad RTS(I) + NRTS(I) + COND(I) = 1.0$$

must always be maintained, any increase to the  $RTS(I)$  parameter must be accompanied by an equal decrease to the sum of  $NRTS(I)$  and  $COND(I)$ .

In addition, in order to properly perform sensitivity analysis on any of the repair level fractions  $RTS(I)$ ,  $NRTS(I)$  and  $COND(I)$ , all ITEI data that is required for any repair level decision must be provided as input to the  $LCC$  Model. For example, even if depot level repair is initially intended for an ITEM type I, the user should still input a non-zero, realistic estimate for base repair manhours  $BMH(I)$ , so that the  $LCC$  sensitivity with respect to  $RTS(I)$  will represent a meaningful change in cost.

With these considerations in mind, define changes in the values of  $RTS(I)$ ,  $NRTS(I)$ , and  $COND(I)$ , (denoted by  $CR(I)$ ,  $CN(I)$  and  $CC(I)$ , respectively) by the following equations and conditions:

Case 1: If  $COND(I) = 1$ , then set

$$CR(I) = \min\{FINC, 1\}$$

$$CN(I) = 0 \text{ and } CC(I) = -CR(I).$$

Case 2: If  $COND(I) < 1$  then set

$$CR(I) = \min\{FINC, NRTS(I)\}$$

$$CN(I) = -CR(I) \text{ and } CC(I) = 0.$$

The resulting change in LCC is then given by

$$TDRTS(I) = \begin{cases} 0, & \text{if } CR(I)=0, \\ CHLCC(CR(I), CN(I), CC(I), 1), & \text{if } CR(I)>0; \end{cases}$$

where  $CHLCC(CR(I), CN(I), CC(I), 1)$  is computed as in Section 3.2.12.

Notes: (1)  $CR(I) + CN(I) + CC(I) = 0$  for all cases since the equality (\*) above must be maintained.

(2) We assume that  $COND(I) = 1$  in Case 1 above indicates a repair level decision, i.e., discard-on-failure, whereas a value of  $COND(I) < 1$  indicates a wear-out rate of a normally repairable ITEM. Thus, for LCC sensitivity on  $RTS(I)$ , we may reduce the value of  $COND(I)$  if and only if  $COND(I) = 1$ . If  $COND(I) < 1$  then any increase in the  $RTS(I)$  parameter must be absorbed by an equal decrease in the  $NRTS(I)$  parameter only.

### 3.2.14 ITEM Depot Repair Fraction

LCC sensitivity analysis on  $NRTS(I)$  is performed under the same assumptions as made for LCC sensitivity on  $RTS(I)$ . Thus, for a given value of  $FINC$ , define changes in the values of  $RTS(I)$ ,  $NRTS(I)$ , and  $COND(I)$ , (denoted by  $CR(I)$ ,  $CN(I)$  and  $CC(I)$ , respectively) by the following criteria:

Case 1: If  $COND(I)=1$  then set

$$CN(I) = \min\{FINC, 1\},$$

$$CR(I) = 0 \text{ and } CC(I) = -CN(I).$$

Case 2: If  $COND(I) < 1$  then set

$$CN(I) = \min\{FINC, RTS(I)\},$$

$$CR(I) = -CN(I) \text{ and } CC(I) = 0.$$

The change in LCC produced by this absolute increase of  $CN(I)$  in the value of  $NRTS(I)$  is then given by

$$TDNRTS(I) = \begin{cases} 0, & \text{if } CN(I)=0, \\ CHLCC(CR(I), CN(I), CC(I), I), & \text{if } CN(I) > 0. \end{cases}$$

where again  $CHLCC(CR(I), CN(I), CC(I), I)$  is calculated via the equation presented in Section 3.2.12.

### 3.2.15 ITEM Condemnation Rate

LCC sensitivity with respect to the  $COND(I)$  factor is performed under the same assumptions as were made for LCC sensitivity with respect to the  $RTS(I)$  and  $NRTS(I)$  factors. Thus, for a given value of  $FINC$ , define the changes  $CR(I)$ ,  $CN(I)$ , and  $CC(I)$  in the values of  $RTS(I)$ ,  $NRTS(I)$  and  $COND(I)$ , respectively, in accordance with the two cases below:

Case 1: If  $COND(I)=1$  then  $CC(I)=CR(I)=CN(I)=0$ .

Case 2: If  $COND(I) < 1$  then set

$$CC(I) = \min\{FINC, 1-COND(I)\},$$

$$CR(I) = \frac{-RTS(I)}{(RTS(I)+NRTS(I))} * CC(I)$$

and

$$CN(I) = \frac{-NRTS(I)}{(RTS(I)+NRTS(I))} * CC(I)$$

Note, in this case, that the decreases in  $RTS(I)$  and  $NRTS(I)$  that are necessary to compensate for the increase in  $COND(I)$  are prorated.

The estimated change in LCC that is produced by an absolute increase of  $CC(I)$  in the value of  $COND(I)$  is then given by

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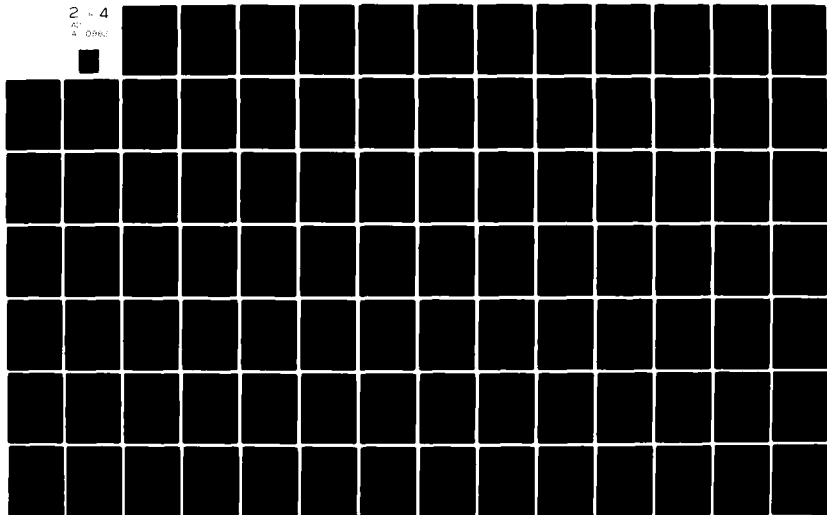
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$$TDCOND(I) = \begin{cases} 0, & \text{if } CC(I)=0 \\ CHLCC(CR(I),CN(I),CC(I),I), & \text{if } CC(I)>0, \end{cases}$$

where again  $CHLCC(CR(I),CN(I),CC(I),I)$  is calculated as indicated in Section 3.2.12.

Notes: (1) The value of  $TDCOND(I)$  represents the estimated change in LCC that results from increasing the condemnation rate of ITEM type I by an amount  $CC(I)$  (in the extreme case of  $FINC=1$ , from making ITEM type I a discard-on-failure component). However, the estimate of the change in LCC that is produced by decreasing the condemnation rate of a discard-on-failure ITEM (i.e.,  $COND(I)=1$ ), and hence making it either base or depot-level repairable, is given by the value of either  $TDRTS(I)$  or  $TDNRTS(I)$ , respectively.

(2) The value of  $TDCOND(I)$  includes a prorated projected savings in support equipment (SE) costs, i.e., if an ITEM is discarded-on-failure then its associated SE is utilized less often. However, a rerun of the LCC Model with  $COND(I)=1$  for that ITEM may not produce the indicated savings in SE cost if other ITEM types utilize the same SE as ITEM type I. In fact, in most cases, to realize a savings in the SE cost of a particular SE type L, all ITEM types which utilize this SE type must be designated as discard-on-failure ( $COND=1$ ). If  $TDCOND(I)$  is negative for all (or most) of these ITEM types, then making them all discard-on-failure will be a cost-effective repair-level decision.

### 3.3 Simplified Repair Level Analysis Capability

The sensitivity analysis calculations with respect to  $RTS(I)$ ,  $NRTS(I)$  and  $COND(I)$  provide the LCC Model with a simplified repair level analysis capability. For example, if ITEM type I is always repaired at the base level (i.e.,  $RTS(I)=1$ ), then the change in LCC produced by switching it to depot-level repair ( $NRTS(I)=1$ ), is estimated by the value of  $TDNRTS(I)$ , computed using a value of  $FINC=1$ . Thus, if the value of  $TDNRTS(I)$  is negative, then that may indicate that depot-level repair of ITEM type I is cheaper than base-level repair. (Although further detailed analysis would be warranted before making that decision.)

Similarly, the change in LCC produced by switching ITEM type I to discard-on-failure ( $COND(I)=1$ ) is estimated by the value of  $TDCOND(I)$ , also computed using a value of  $FINC=1$ . In general, the following table summarizes the estimated changes in LCC that would be produced by switching the current repair-level strategy for ITEM type I (represented by the input values of  $RTS(I)$ ,  $NRTS(I)$  and

COND(I)) to each of the following possibilities: (i) all repair at base-level, (ii) all repair at depot-level, and (iii) discard ITEM upon failure. (The reader should reread Caution (4) in Section 3.2 concerning the necessity to input data concerning all ITEM repair level decisions in order for the calculations of TDRTS(I), TDNRTS(I), and TDCOND(I) to represent meaningful changes in LCC.)

Repair Level	*	Resulting change	
decision	*	in LCC	
*****			
	*		
Base-level repair	*	TDRTS(I)	
	*		
Depot-level repair	*	TDNRTS(I)	all computed
	*		using FINC=1
Discard-on-failure	*	TDCOND(I)	

#### 3.4 LCC Sensitivity to Identify Which SRUs Should be LRUs

In this section the change in LCC which would occur if individual SRUs were made LRUs is estimated. For this purpose only ITEMS which are SRUs and whose next higher level indenture ITEM is an LRU will be examined, i.e., ITEM types I satisfying  $LRU(I)=0$  and  $LRU(NHI(I))=1$ .

This sensitivity analysis is useful in identifying those SRUs which should be considered for re-designing as LRUs. For example, it may be cost effective to re-design an SRU with a high failure rate as an LRU. In this case, a smaller LRU would be shipped for repair and a smaller, less costly LRU would be spared to replace these failed items. This could result in a lowering of the total LCC.

In calculating the change in LCC the following assumptions are made:

If SRU type I is made an LRU, then

- (1) The failure rate of the LRU type  $NHI(I)$  will be reduced by the failure rate of ITEM type I.
- (2) The unit cost of LRU type  $NHI(I)$  will be reduced by the unit cost of ITEM type I.
- (3) The false pull rate of ITEM type I will become the same as for LRU type  $NHI(I)$ . (Recall only LRUs have non-zero false pull rates.)
- (4) The repair level fractions RTS, NRTS, and COND will remain the same for both ITEM type I and LRU type  $NHI(I)$ .



- (5) Removal man-hours and cost of in-place repairs for ITEM type I (if changed to an LRU) will be the same as for LRU type NHI(I).
- (6) The weight (for shipping) of LRU type NHI(I) will be reduced by an amount equal to the weight of ITEM type I.
- (7) The procurement quantities and therefore the learning curve factors change for both ITEM types I and NHI(I).

The above assumptions reflect the fact that if an SRU is to be re-designed as an LRU, then it will be physically removed from its next higher LRU assembly. The next higher LRU assembly will also require re-designing after which it presumably will weigh less, cost less, and fail less often as a result of having a portion of its original components removed (i.e., the SRU).

The change in LCC that is calculated below as being produced by changing SRU type I to an LRU is denoted by TDSRU(I). The value of TDSRU(I) must be negative of course, (indicating a savings in LCC) in order to indicate that it might be cost-effective to re-design SRU type I as an LRU. However, TDSRU(I) does not include an adjustment for the cost of the necessary re-designing of both the SRU and its next higher LRU assembly into new LRU configurations. Thus, the LCC Model user will have to ascertain for himself whether a savings in LCC indicated by negative value of TDSRU(I) for a particular ITEM type I is large enough to off-set the implicit re-design engineering cost which would be incurred if the actual reconfiguration of the ITEM was undertaken.

Also, since the analyst is primarily interested in potential savings in LCC, the LCC Model will sort out the TDSRU(I) calculations in order of largest negative values. Thus, the model will identify that ITEM type I for which TDSRU(I) is most negative (indicating the largest potential savings in LCC) and will print that value first in the Sensitivity Analysis Output Table. The next most negative value will be printed second, and so on.

It should be noted that TDSRU(I) is an approximation to the change in LCC if a particular SRU were re-designed as an LRU. This is due to the fact that SRU type I may be a component in several different LRU types, among which LRU type NHI(I) represents only its most common usage. The calculation of TDSRU(I) will assume that SRU type I has been changed to an LRU in all of its occurrences, but will only include changes in the higher LRU costs for LRU type NHI(I). Also, the data base of the LCC Model does not reveal whether there are multiple copies of a particular SRU within a given LRU.

Thus the TDSRU(I) calculation should be used as a "first-pass" screening device to indicate those SRUs which potentially might produce some cost savings if they were re-designed as LRUs. A more detailed analysis would then be warranted. For example as a next step, the data base of the LCC Model could be revised to incorporate all anticipated design, failure rate, unit cost, and maintenance changes to the SRU and all its higher level LRUs that would be expected if the SRU were re-designed as an LRU.

The equation for TDSRU(I) is:

- (i) If ITEM type I is not an SRU whose next higher indenture level assembly is an LRU, then TDSRU(I)=0.
- (ii) Otherwise, i.e., LRU(I)=0 and LRU(NHI(I))=1, then the change in ITEM procurement quantities for ITEM type I is computed by:

$$\begin{aligned}
 XITEMQ(I) = & \sum_{NP} [TOTT(NP)*NITEM(I,NP)] \\
 & + \sum_{NS} [TNB(NS)*F(DINFB(I,NS))] + F(DINFD(I)) - TISQ(I) \\
 & + 12*NRUC*\sum_{NS} \min\{FAIL(I,NS), FAIL(NHI(I),NS)\} *TNB(NS) \\
 & *(1-COND(NHI(I))) - NRUC*YRSQ(I)
 \end{aligned}$$

The terms in the above equation (following each summation) account for the changes in procurement quantities for ITEM I produced in prime mission equipment, initial spares, and replacement spares quantities.

The change in ITEM procurement quantities for ITEM type NHI(I) is given by:

$$\begin{aligned}
 XITEMQ(NHI(I)) = & \sum_{NS} TNB(NS)*F(DNHNFB(I,NS)) + F(DNHNFD(I)) - TISQ(NHI(I)) \\
 & + 12*NRUC*(\sum_{NS} \max\{(FAIL(NHI(I),NS)-FAIL(I,NS),0)\} *TNB(NS) \\
 & *(1-COND(NHI(I))) - NRUC*YRSQ(NHI(I))
 \end{aligned}$$

This parameter accounts for the changes in initial and replenishment spares procurement quantities, respectively.

The resulting change in LCC is given by:

$$\begin{aligned}
 \text{TDSRU}(I) = & \left[ \sum_{NS} \text{TNB}(NS) * \text{F}(\text{DNHNFB}(I, NS)) + \text{F}(\text{DNHNFD}(I)) \right] \\
 & * (\text{UP}(\text{NHI}(I)) - \text{UP}(I)) * \text{LC}(\text{NHI}(I)) * \text{XUC} - \text{ISCA}(\text{NHI}(I)) \\
 & + \left[ \sum_{NS} \text{TNB}(NS) * \text{F}(\text{DINFNB}(I, NS)) + \text{F}(\text{DINFND}(I)) \right] * \text{UP}(I) * \text{LC}(I) * \text{XUC} \\
 & - \text{ISCA}(I) \\
 & * 12 * \left[ \sum_{NS} \text{TNB}(NS) * \max\{\text{FAIL}(\text{NHI}(I), NS) - \text{FAIL}(I, NS), 0\} \right] \\
 & * \max\{\text{UP}(\text{NHI}(I)) - \text{UP}(I), 0\} * \text{XUC} \\
 & * [ (\text{NRUC} * \text{LC}(\text{NHI}(I)) + (\text{PIUP} - \text{NRUC})) * \text{COND}(\text{NHI}(I)) \\
 & + \text{PIUP} * (1 - \text{COND}(\text{NHI}(I))) * \text{RM}(\text{NHI}(I))] \\
 & - \text{RSCA}(\text{NHI}(I)) \\
 & + 12 * \left[ \sum_{NS} \text{TNB}(NS) * \min\{\text{FAIL}(I, NS), \text{FAIL}(\text{NHI}(I), NS)\} \right] \\
 & * (1 - \text{COND}(\text{NHI}(I))) * \text{UP}(I) * \text{XUC} \\
 & * [ (\text{NRUC} * \text{LC}(I) + (\text{PIUP} - \text{NRUC})) * \text{COND}(I) \\
 & + \text{PIUP} * (1 - \text{COND}(I)) * \text{RM}(I) ] \\
 & - \text{RSCA}(I)
 \end{aligned}$$

$$\begin{aligned}
& + 12*PIUP*\sum_{NS}(\max\{FAIL(NHI(I),NS)-FAIL(I,NS),0\}*TNB(NS) \\
& \quad *[(1+FPR(NHI(I))*XFPR)*BCM(H(NHI(I)) + RTS(NHI(I))*BMH(NHI(I)))] \\
& \quad *BMF*BLR \\
& + NRTS(NHI(I)) \\
& \quad * [DMH(NHI(I))*DMF*DLR + 2*CPPD(LO(NS))*(WT(NHI(I))-WT(I))] \\
& + COND(NHI(I))*(CPPD(LO(NS))*(WT(NHI(I))-WT(I)) \\
& + SAT(NS)*(1+FPR(NHI(I))*XFPR)*2*CPPC*(WT(NHI(I))-WT(I))) \\
& - OFMCA(NHI(I)) \\
& + 12*PIUP*\sum_{NS}\min\{FAIL(NHI(I),NS),FAIL(I,NS)\} *TNB(NS) \\
& \quad *[(1+FPR(NHI(I))*XFPR)*BCM(H(I) + RTS(I))*BMH(I)] *BMF*BLR \\
& + NRTS(I)*[DMH(I)*DMF*DLR + 2*CPPD(LO(NS))*WT(I)] \\
& + COND(I)*CPPD(LO(NS))*WT(I) \\
& + SAT(NS)*(1+FPR(NHI(I))*XFPR)*2*CPPC*WT(I)) \\
& - OFMCA(I) \\
& - \sum_L \sum_{NS} U(A(NHI(I),RMI(NHI(I),NS),L)) \\
& \quad *TNB(NS)*[USE(L,NS)*RNHMH(I,NS)*(ISET(L,NS)/BAA) \\
& + USED(L)*\min\{FAIL(I,NS), FAIL(NHI(I),NS)\}*NRTS(NHI(I)) \\
& \quad *DMH(NHI(I))*DMF*ISETD(L)/DAA ] *CSE(L)*(1+PIUP*MSE(L)) \\
& + PIUP*SA*\sum_{NS} U(FAIL(I,NS))*SAT(NS)*TNB(NS)
\end{aligned}$$

The terms in the above equation (following each summation) account for the changes in LCC produced in, respectively, Production,

Initial Spares, Replacement Spares (two summations), Off-Equipment Maintenance (two summations), Packing and Shipping, Support Equipment, and ITEM Inventory Management.

The revised base pipelines for ITEM type I and its higher LRU assembly  $NHI(I)$  which are used in the above equation and denoted by  $DINFBI(I,NS)$  and  $DNHNFB(I,NS)$ , respectively, are given by:

(i) If NS is a Satellite base, then

$$DINFBI(I,NS) = FAIL(I,NS) * (1 + FPR(NHI(I))) * OSTC$$

and

$$DNHNFB(I,NS) = (FAIL(NHI(I),NS) - FAIL(I,NS)) * (1 + FPR(NHI(I))) * OSTC$$

(ii) If NS is an Independent or CIMF base, then

$$\begin{aligned} DINFBI(I,NS) = & FAIL(I,NS) * [(FPR(NHI(I)) * XFPR + RTS(I)) * BRCT \\ & + (NRTS(I) + COND(I)) * OST(LO(NS))] \\ & + CIMF(NS) * \sum_{\substack{B \\ NHB(B)=NS}} FAIL(I,B) * NBC(B) * [(RTS(I) + FPR(NHI(I)) * XFPR) * CRCT \\ & + (NRTS(I) + COND(I)) * (OST(LO(NS)) + U(FPR(NHI(I)) * XFPR) * CRCT)] \end{aligned}$$

and

$$\begin{aligned} DNHNFB(I,NS) = & \max\{FAIL(NHI(I),NS) - FAIL(I,NS), 0\} \\ & * [(FPR(NHI(I)) * XFPR + RTS(NHI(I))) * BRCT \\ & + (NRTS(NHI(I)) + COND(NHI(I))) * OST(LO(NS))] \\ & + CIMF(NS) * \left( \sum_{\substack{B \\ NHB(B)=NS}} \max\{FAIL(NHI(I),B) - FAIL(I,B), 0\} * NBC(B) \right) \\ & * [(RTS(NHI(I)) + FPR(NHI(I)) * XFPR) * CRCT + (NRTS(NHI(I)) \\ & + COND(NHI(I))) * (OST(LO(NS)) + U(FPR(NHI(I)) * XFPR) * CRCT)] \end{aligned}$$

The revised depot pipelines for ITEM type I and its higher LRU assembly NHI(I) are denoted by DINFD(I) and DNHNFD(I), respectively, and calculated via the equations:

$$DINFD(I) = \sum_{NS} FAIL(I, NS) * TNB(NS) * NRTS(I) * DRCT(LO(NS))$$

and

$$DNHNFD(I) = \sum_{NS} \max\{FAIL(NHI(I), NS) - FAIL(I, NS), 0\} * TNB(NS) * NRTS(NHI(I)) * DRCT(LO(NS))$$

Finally, the variable RNHMH(I, NS), which is used in the equation for TDSRU(I) to represent the reduction in manhours expended in the intermediate level repair of the LRU assembly NHI(I) at base NS, is determined by:

$$RNHMH(I, NS) = \begin{cases} 0, & \text{if } FAIL(NHI(I), NS) = 0 \\ \min\{FAIL(I, NS) / FAIL(NHI(I), NS), 1\} * ERHBI(NHI(I), NS), & \text{otherwise} \end{cases}$$

Note that this reduction in manhours is assumed to be due to the reduced failure rate of the LRU type NHI(I) which results from the removal of its component SRU type I.

### 3.5 LCC Sensitivity Analysis through Global Multipliers

The four global multiplier factors XUC, XFR, XFPR, and XMIL, which are direct input parameters from Data File 1 are provided in the LCC Model as additional LCC sensitivity analysis tools. These factors may be used either in conjunction with or independently of the LCC sensitivity calculations presented in Sections 3.2.1, 3.2.2, 3.2.3, and 3.2.7.

For example, suppose that the global unit cost sensitivity calculation TDXUC were to indicate that a \$50M increase in LCC would result from a 25% increase (i.e., FINC=.25) in all ITEM and Terminal unit costs. To gain more insight as to exactly which cost elements would be affected, the LCC Model user need only input XUC=1.25 (immediately in NAMELIST /G02/ if operating in Interactive Mode, see Section 7.6) and then rerun the model. The specific cost increases, in this case to the Production, Investment Spares, and Replenishment Spares Cost Elements, would then be visible in the resulting Output Tables of the model.

As another example, suppose one wished to perform a system-wide trade-off analysis on increased reliability versus increased unit cost. If it were determined that to produce a 40% reduction in system-wide failure rates would require an approximate 25% increase in the unit costs of all ITEMS and Terminals, then a rerun of the model using  $XFR=.60$  and  $XUC=1.25$  would exhibit the resulting changes in LCC. Note that this method would incorporate the implicit "interaction" resulting from changing failure rates and unit costs at the same time. The LCC sensitivity calculations for  $TDXFR$  and  $TDXUC$ , on the other hand, only represent the respective changes which would result from changing these factors one at a time and hence measure no interactive effect.

In addition, note that, for any one run of the LCC Model, all LCC sensitivity calculations must be made with the same fractional increase factor  $FINC$ . By using the global multiplier factors, however, one can measure the effect of, say, increasing global failure rates by 20%, decreasing all unit costs by 30%, increasing all ITEM false pull rates by 25% and increasing all modification/installation labor manhour estimates by 50%, by inputting  $XFR=1.2$ ,  $XUC=.70$ ,  $XFPR=1.25$ , and  $XMIL=1.5$  and re-running the model. Thus the global multiplier factors provide a convenient method to incorporate any set of desired adjustments to the four system-wide categories: ITEM and Terminal unit costs, ITEM failure rates, ITEM false pull rates, and MOD/I labor hours.

It should also be noted that global LCC sensitivity analysis on corrective maintenance manhours may be accomplished by utilizing the maintenance factors  $BMF$  and  $DMF$ . The purpose of these two parameters in the LCC Model (as indicated by their definitions in Appendix A) is not specifically to serve as LCC sensitivity multiplier factors, but they may, in fact, easily serve this function. Thus, for example, to measure the LCC impact of a 25% increase in all base repair times one need only increase the current value of  $BMF$  by 25% and rerun the model.

Note, however, that for ITEM-specific LCC sensitivity analysis one must still rely on the calculations presented in Sections 3.2.8 through 3.2.15. In addition, the global multiplier factors do not average out any jump increases in cost, say for support equipment, and hence do not indicate the continuous "trend" in LCC. For this reason, the increase in LCC predicted by the LCC sensitivity calculation for  $TDXFR$  with  $FINC=.20$  may not agree exactly with the increase obtained by rerunning the model using  $XFR=1.20$ . (For  $XUC$  and  $TDXUC$ , however, the values should agree exactly, since there are no jump increases to average out.)

## SECTION 4

### OPERATING CHARACTERISTICS OF THE MODEL

#### 4.1 General Properties of the LCC Model

This section presents an overall view of the operation of the LCC Model. This discussion will give the reader general information on how the LCC Model is used, what the major components and features of the Model are, and what type of computer facility is required for running the Model. A concise description of the data input files and output tables of the LCC Model is also presented.

While the material in this section gives, in condensed form, a description of all of the main operating characteristics of the LCC Model, it does not contain the technical details necessary for the user to set up and run the LCC Model on his computer system, such as file structure and Model execution. This information is provided in Section 7.

##### 4.1.1 Performance Characteristics

The ATU LCC Model has been designed to be readily adaptable to any computer system of moderate capability and at least 750K bytes of core storage. In particular, the LCC Model is written completely in ANSI FORTRAN, with two exceptions. One is its use of NAMELIST statements and the other is the assumption that an index can be read and used in a single READ statement.

Even though the LCC Model is designed to be run in an interactive on-line computer mode, it may easily be utilized in batch mode. Complete instructions for operating the LCC Model in batch mode are given in Section 7.7.

The rate at which the LCC Model will accept inputs, process its calculations, and produce its output tables will depend to a large extent on the capability of the user's computer system. Processing time will also be a function of the amount of data which is input to the Model. However, as one indication of processing time, the LCC Model run which produced the sample output in Appendix B consumed 9 CPU seconds of processing time on an IBM 370/3031 computer system with VS2 operating system. The user should note, however, that the amount of input data in this sample run, as listed in the sixteen input tables in Appendix B, may be less than that required for an



actual contractor design. Specific limits for the amount of input data accepted by the LCC Model are given in Section 7.3.

#### 4.1.2 Organization of the Model

The ATU LCC Model is a tool to estimate the total life cycle cost of alternative ATU terminal designs. The Model highlights cost elements which depend on the design of the ATU system. Thus, the output of the LCC Model will be useful in estimating the life cycle cost of alternative system designs. The Model can be tailored to the specific deployment scheme and maintenance concept of the system for a specified operating life.

The ATU LCC Model computer program package consists of the main program and two supportive programs. The main program has two components, the basic LCC calculations and the sensitivity analysis, and will be simply called the LCC program. The supportive programs will be referred to as the Repair Level Analysis (RLA) program and the Preprocessor.

The first component of the LCC program implements a model which computes the life cycle cost of the system based on the values of the input parameters corresponding to a particular system design (see Section 2 for a complete description of this model). The output of the first component gives the total LCC and also the LCC broken out into eleven top-level cost elements: Full Scale Engineering Development, Prime Mission Equipment, Operations, Modification/Installation, Spares, Support Equipment, On-Equipment Maintenance, Off-Equipment Maintenance, Training, Inventory Management, and Technical Orders. The output is further broken into a number of cost sub-elements, and also by type of host platform, type of operational base, and type of equipment. This breakdown of life cycle cost into various categories is intended to help the user identify cost drivers and areas in which design and cost trade-offs should be considered.

The second component of the LCC program provides Sensitivity Analysis computations to be used as an additional aid in trade-off considerations. More specifically, for certain selected contractor inputs (e.g., UP(I), the first unit price of ITEM type I or FPR(I), the false pull rate for ITEM type I) this program component computes the average change (either positive or negative) in total LCC which is produced by a fractional increase in the value of the given parameter. These calculations should further aid the user in identifying elements of his system design to which the LCC is particularly sensitive, again indicating possible trade-offs in design and/or installation, operation or support characteristics.

(See Section 3 for a full discussion of the sensitivity analysis component.)

The first supportive program (RLA) of the LCC Model computer program helps determine the repair level (base repair, depot repair, or discard-on-failure) for each ITEM. It is a separate program which utilizes output from six runs of the first component (the basic LCC program), each run using different repair strategy for the LRUs and their SRUs. The cost implications for each Item due to different repair strategies are assessed and then evaluated in an analytical procedure to select a repair level for each ITEM. Model specifications corresponding to each ITEM's recommended repair level are provided in the output and can be implemented in a subsequent run of the LCC Model.

The other supportive program, the preprocessor, assists the user in constructing Data File 11A and in checking for format and consistency errors in other input data files.

#### 4.1.3 Operation of the Model

The contractor will generally operate the programmed ATU LCC Model interactively, both as a design tool and as a means of providing cost visibility. Use of the LCC Model in a design study is illustrated in Figure 4-1.

The LCC Model computer program package requires data inputs from both the Air Force and the contractor (see Section 6, or the Glossary in Appendix A for this breakdown). The contractor data inputs incorporate system design, including production costs, a maintenance concept, and characteristics affecting the other top-level cost elements. Air Force data inputs include all factors over which the contractor has no control (e.g., ATU deployment and terminal operating hours) and also constraints which the contractor's design must meet (e.g., the confidence factor for safety stock of spare ITEMS).

Supplied with Air Force and contractor inputs, the main program of the LCC Model (the LCC Program) calculates and prints out the total LCC and its breakdown into various categories, and also outputs the results of the sensitivity analysis. When requested, the LCC program can also provide the inputs to the RLA program for making repair level decisions, which in turn can be used in a subsequent run of the LCC program to produce the previously described outputs. Using these outputs, the contractor can then reevaluate his system design, perform trade-offs in design and other parameters, and develop design and repair level modifications. Any new system

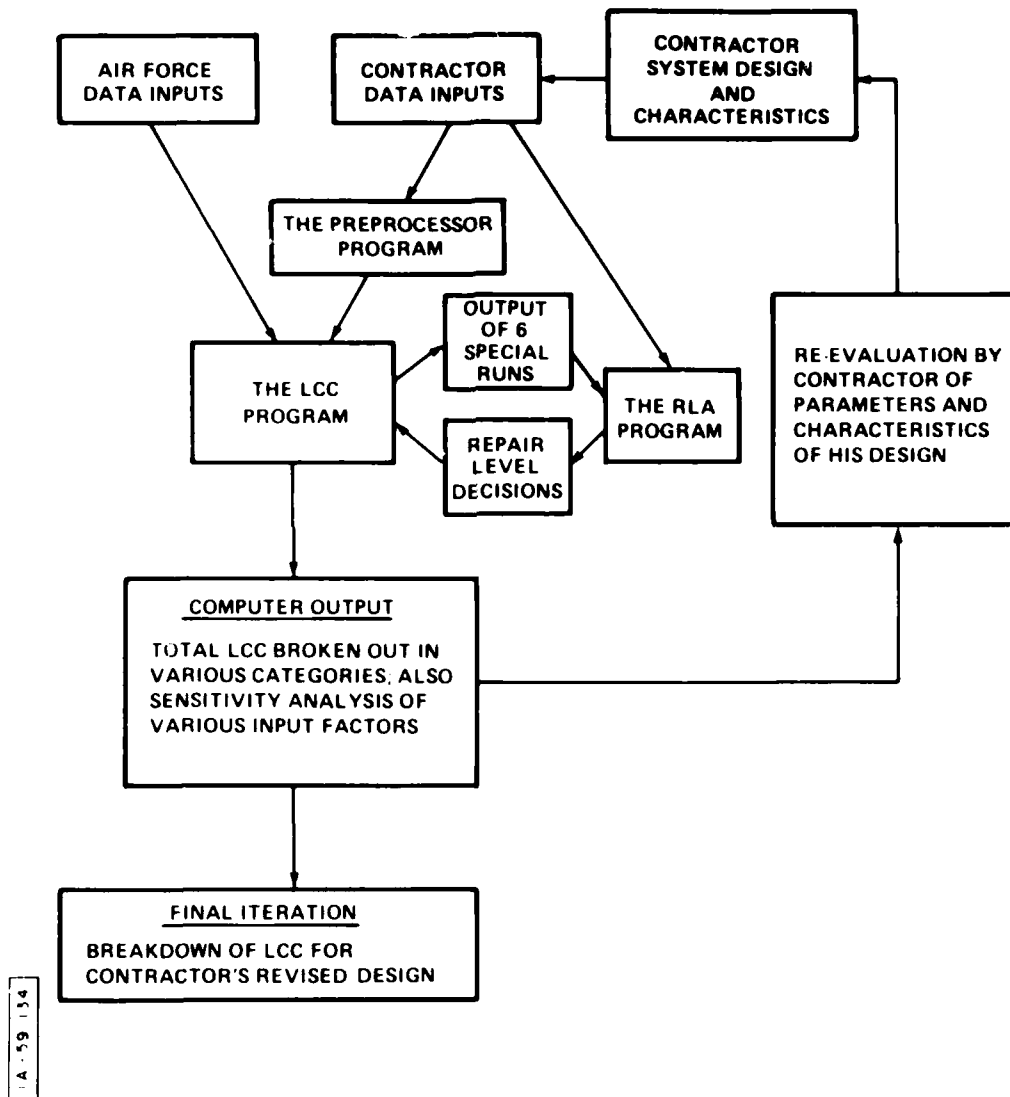


Figure 4-1. Operation of the LCC Model for One Design Study

design would then give rise to a change in contractor data inputs to be used in a subsequent LCC Model computer run. It is possible to iterate through this cycle as many times as necessary, evaluating many possible design variations to carry out the DTC/LCC tasks defined in the ATU SOW.

#### 4.1.4 Configuration of the Model

The ATU LCC Model is designed for interactive use via a time-sharing capability. However, the LCC Model may easily be used in batch mode (see Section 7.7 for instructions). For interactive mode, the user will need to have the capability to run a FORTRAN program on-line with 13 input data sets and 3 output data sets. The user must have a computer terminal with a display of at least 80 columns which serves as one of the input data sets and as one of the output data sets. The user must also have an off-line printer with at least 133 column capability (including one column for carriage control) for printing out the second output data set, a FORTRAN compiler with NAMELIST capability and the capability to read and use indices in a single READ Statement (see Section 4.1.1), and provision for approximately 750K bytes of core storage (where 1K byte = 1024 bytes). With the exceptions noted above, the Model, and its interactive interface, are written in ANSI FORTRAN (version X3.9 - 1966). Finally, since the LCC Model is furnished in the form of FORTRAN statements on punched cards, the user will require a card-reader for use as an input device.

#### 4.1.5 Operation of the LCC Program

Figure 4-2 presents an overview of the operation of the LCC program. First, the nominal values of thirteen standard input data files (which include Air Force and contractor data) are read into the Model. Next, certain instructions for output format are input by the user from his terminal in the format of responses to a sequence of computer-prompted questions. At this point, the user may also over-write the nominal values of any selection of previous data inputs. Control is then transferred to the computer processor where the program calculates successively the life cycle cost of the modelled system, and the related values of the sensitivity analysis. The output of these computations is then directed to two separate devices. If the appropriate control parameter indicates that an off-line copy of output data is required, then the complete (or partial) set of program output is produced on the off-line printer, including the LCC broken out into various categories and the sensitivity analysis values of all designated input factors. In addition, if specified, the user's terminal may receive a subset consisting of two tables of the LCC output, and the values of the

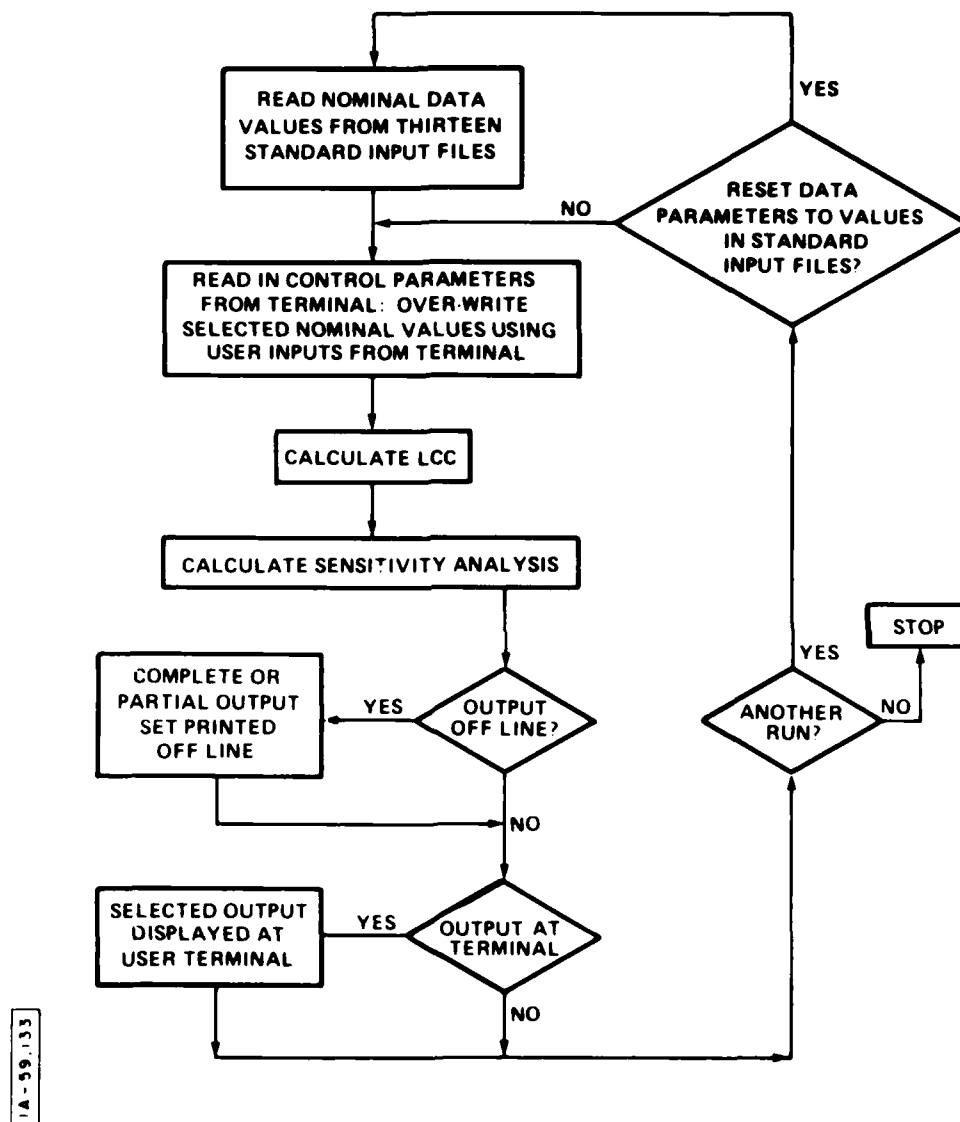


Figure 4-2. Operation of the LCC Program

sensitivity analysis calculations for a selected number of "most sensitive" input factors.

The user is then asked at the terminal if he wishes another run. A "NO" response terminates the program. A "YES" response allows the user to initiate an interactive rerun of the LCC program. To prepare for this rerun, the user is first asked whether he wishes to reset the values of all data parameters back to those values found in the thirteen standard input files. A "YES" response to this question will cause the values in these Standard Files to be reread into the Model. Subsequent operation of the LCC program on the interactive rerun would then be exactly the same as described for the initial run. A "NO" response to this question directs that the values of data parameters used during the previous run (including any "over-written" values) be assumed as the "nominal" or initial values for use on the interactive rerun and then the user is transferred back to the second step in the system operation. At this point he may input new values for the control parameters and/or over-write the nominal values of a different selection of data inputs and then make a new run of the LCC Model. The user may make as many successive modifications of his data and reruns of the LCC program in this "interactive" mode as he wishes. Alternatively, if the user wishes to perform a detailed analysis of the LCC output, and/or sensitivity analysis factors before he reruns the Model, he may terminate the program and use the more detailed off-line output as an aid in reevaluating his system design and associated parameters.

#### 4.1.6 Operation of the RLA Program

As noted above, the RLA is done by a separate program which utilizes the output of 6 special LCC Model runs. In order to facilitate the making of these runs, the user is provided with a special command file, which automatically makes the required runs by using the 13 input data files and setting the appropriate LRU and SRU repair levels in the batch mode. The outputs of these 6 runs are saved on a special output file, which together with an LRU/SRU organization file (see Data File 8B in Section 4.2.1 below) are input to the RLA program. The RLA program is then run to produce a full report of the RLA results. A means is also provided to automatically update the repair levels within the appropriate input data files for the LCC Model.

#### 4.1.7 Operation of the Preprocessor

The preprocessor serves two purposes. First, given an SRU-in-LRU matrix (LCC Model Data File 8B) and an LRU-in-Platform matrix (Data File 11B), an Item-in-Platform matrix is created and stored as Data File 11A, in the correct format. Thus, the addition or removal of LRUs from a platform in design tradeoff studies can be quickly accomplished through the preprocessor, which automatically generates a new Data File 11A with the new set of LRUs and SRUs.

#### 4.1.8 Error Messages

Many errors in the formatting and values of data inputs will be detected by the LCC Model which will in turn generate appropriate error messages. For the proper interpretation of error messages, the user should refer to Sections 7.4 and 7.5.3. As an additional aid in debugging input errors, the values of all data inputs, along with their associated variable names, will be printed out in the first component of the output of the LCC Model.

#### 4.2 General Description of Inputs, Processing, Outputs

To aid in the discussion of this section, note that the ATU is made up of LRUs installed on host platforms (airborne or surface-based) that are deployed at operational bases or sites. LRUs are broken down into SRUs while LRUs and SRUs are collectively called ITEMS. On-equipment maintenance is conducted at all bases; off-equipment maintenance, at some or all bases, and at the depot.

##### 4.2.1 Model Inputs

There are fourteen standard input data files maintained by the user which are read into working storage in the computer. These data files are named:

- (1) System-Wide Scalar Parameters
- (2) Base Configuration Data
- (3) Platform Operation Data
- (4) Platform Terminal Data and Non-Recurring Mod/Installation Data
- (5) Platform Recurring Mod/Installation Data
- (6) Platform Deployment at Bases
- (7) Support Equipment Data
- (8A) ITEM Equipment Data
- (8B) SRU/LRU Cross Reference Data
- (9A) ITEM Maintenance Data

- (9B) ITEM Technical Orders, Training, and UCT Development Data
- (10) ITEM/Support Equipment Cross Reference Data
- (11A) ITEM Configuration on Platforms
- (11B) LPU Configuration on Platforms

All of the files, except the first, which is a NAMELIST file, are organized primarily by one of the four major indices: NS, which identifies groupings of operational sites or bases; NP, which identifies groupings of host platforms; L, which identifies types or groupings of support equipment; and I, which identifies types of equipment ITEMS. Three of the files are organized primarily by one of these indices, and secondarily by a different index.

Each of these files will now be described briefly. It should be noted that more complete file descriptions are given in Section 6, and detailed file formats are specified in Section 7.3.

Data File 1. System-Wide Scalar Parameters This file contains Air Force provided parameters that define installation, operation and maintenance labor rates, labor factors, logistic pipeline times, certain unit cost factors (such as turnover rate for maintenance personnel and packing and shipping costs per pound), and miscellaneous factors including the failure rate correction factors for the various operating environments. In addition, there are seven contractor provided parameters included in Data File 1. They are inputs pertaining to technical orders and maintenance training.

Data File 2. Base Configuration Data (Organized by Base Type NS) The data in this file, all provided by the Air Force, defines the characteristics of the operational bases (sites) at which airborne or surface-based host platforms equipped with ATU terminals will be deployed. Bases at which airborne or ground-based terminals will be operated are aggregated into groups according to operational theatre and role in off-equipment maintenance. Data File 2 indicates the number of bases in each base group (index NS), whether these bases perform their own off-equipment maintenance. If so, it indicates whether they do maintenance for equipment deployed at other bases as well and the base support philosophy of the base (CSE and PSE only, MBS, or UCT).

Data File 3. Platform Operation Data (Organized by Platform Type NP) This file contains data, furnished partly by the Air Force and partly by the contractor, describing operational characteristics of host platforms for ATU terminals. The Air Force furnishes platform-



oriented data concerning the operation of terminals, while the contractor furnishes data for other terminal costs which may be incurred. This "other costs" variable is set to 0 for this version of the ATU LCC Model. In addition, Air Force parameters classify the operating environment provided by the host platform. Airborne and Ground platform types are aggregated into a small number of groups (identified by index NP), such as high performance aircraft, or fixed/transportable ground units.

Data File 4, Platform Terminal Data and Non-Recurring Mod/Installation Data (Organized by Platform Type NP) This file contains a mixture of Air Force and contractor inputs. The Air Force defines average number of PME terminals per platform in each platform grouping NP, certain parameters classifying mod/installation characteristics of platform groupings. The non-recurring mod/installation cost is established "jointly". The contractor estimates these costs using a detailed estimating procedure provided by the Air Force. (Non-recurring costs are those incurred once for each platform type, recurring, those incurred once for each individual installation.)

Data File 5, Platform Recurring Mod/Installation Data (Organized by Platform Type NP) Data elements are all established jointly. They define fixed modification cost, cost of group A-Kits, and variable labor hours, classified (as appropriate) by mode of installation M and/or by installation functional area IA. Modes are: during platform manufacture, depot retrofit, and field retrofit by depot team. Installation areas are antennas, electronics boxes, control heads, and cabling/interconnections.

Data File 6, Platform Deployment at Bases (Organized by Platform Type NP and Base Type NS) These Air Force inputs define the average number of ATU equipped platforms in each group NP that are deployed per base in each base grouping NS.

Data File 7, Support Equipment Data (Organized by SE Type L) The data in this file, all supplied by the contractor, defines the types of support equipment required to test and maintain the ATU. Required SE is identified by the contractor, and classified into groups of like SE items. Groups (identified by index L) are characterized in Data File 7 as common support equipment usually available on a support base, common support equipment that must be procured, and peculiar support equipment. Unit purchase prices of SE, an annual maintenance cost factor, numbers of technical order pages for each SE type and the development cost of the support equipment are also established in Data File 7.

Data File 8A, ITEM Equipment Data (Organized by ITEM I) Data File 8A defines the equipment ITEMS identified by index I, which are made up of LRUs and their component SRUs, that the contractor determines are necessary to implement his system design, for all types of PME terminals. Data elements define the learning curve factor for each ITEM, classify each ITEM as an LRU or SRU, define how it fits into the logistic indenture level hierarchy, define its unit cost, its fraction of value replaced in repair, its weight, and its count of piece parts.

Data File 8B, LRU/SRU Cross Reference Data (Organized by LRU index IL and SRU index IS) This file is furnished by the contractor based on his system design. It indicates the different SRUs and their individual quantities contained in each LRU. This file is a required input for Repair Level Analysis and for the preprocessor, and is not used by the LCC Program or Sensitivity Analysis.

Data File 9A, ITEM Maintenance Data (Organized by ITEM I) Data File 9A contains contractor inputs that define for each ITEM I listed in Table 8A the following: mean time between maintenance incidents (MTBMIs) for each operating environment, fractions of maintenance actions that fall into each of five classes (false pull, repair in place, base repair, depot repair and condemnation), man-hours for the major types of maintenance actions (in-place repair, remove and replace, base bench check, base repair and depot repair), and repair level code.

Data File 9B, ITEM Technical Orders and Training Data (Organized by ITEM I) Data File 9B contains for each ITEM I the number of technical order pages required for depot and base maintenance and the number of hours required for type 1 training. Also included is the cost of UCT software development for each ITEM I. This file is, again, furnished by the contractor.

Data File 10, ITEM/Support Equipment Cross Reference Data

(Organized by ITEM I and SE group L) This file, established by the contractor on the basis of his concept of how maintenance actions will be conducted, defines for each ITEM I, and for each repair mode IRM of I, the types and numbers of pieces of SE of group L that will be used in maintenance of the ITEM. In particular, an ITEM I can have any or all of 4 ITEM repair modes such as:

- 1) Depot Repair
- 2) Base Repair with CSE and PSE (if different from depot SE)
- 3) Base Repair with MBS
- 4) Base Repair with UCT

Data File 11A), ITEM Configuration on Platforms (Organized by ITEM I and Platform Group NP) These data elements, all furnished by the contractor, define how many units of each ITEM I are required to make up the SE configurations per platform for platform in each grouping NP. This file can be entered by the contractor by hand or, instead, Data File 11B can be entered by the contractor and the preprocessor used to create Data File 11A.

Data File 11B). LRU Configuration on Platforms (Organized by LRU ITEM I and Platform Group NP). These data elements, all furnished by the contractor, define how many of each LRU are required for platform NP. This file is only required as an input to the preprocessor, which will create File 11A from Files 11B and 8B.

In addition to these sixteen data files, the user's terminal acts as a seventeenth data input file. Prior to each run of the LCC Model, the user must enter several inputs from his terminal to control the LCC Model output, and he may also use his NAMELIST capability to overwrite from his terminal any data values previously input from the standard Data Files 1 through 11A & B listed above.

#### 4.2.2 Model Processing

The processing involved in each component of the LCC Model is discussed briefly below.

#### 4.2.2.1 Processing: The Basic Model Equations

Two types of processing are involved in the main program (the LCC Program) of the LCC Model: first, the Model equations, and second, the sensitivity analysis equations. The repair level analysis procedure and the preprocessor are supportive programs of the LCC Model. Each of these will be described briefly.

The Model equations are concerned with calculating the LCC elements and subelements. These eleven top-level cost elements, together with a number of subelements, are broken down into the three phases of the program; development, production, and support. A total for each cost element is also given. A description of the costs included in each program phase is given below:

##### a. DEVELOPMENT

- Full Scale Engineering Development
- Support Equipment Development Cost

##### b. PRODUCTION

- Prime Mission Equipment Hardware Cost
- Modification/Installation Cost
- Investment Spares
- Support Equipment Procurement Cost
- Technical Orders Cost
- Other Contractor Production Costs

##### c. SUPPORT

- Operations Cost
- Replacement Spares Cost
- On-Equipment Cost
- Off-Equipment Cost
- Training Cost
- Technical Orders Cost

The total of the cost elements and subelements listed above is then the life cycle cost for purposes of the Model. (As explained in Section 1.5, however, the life cycle cost computed by the Model has some cost components missing.) In addition to the cost elements and subelements and total life cycle cost, various partial results, costs by various classifications, costs per terminal, and supplementary variables are computed. These are required for the Model output tables that are described in Section 4.2.3.

#### 4.2.2.2 Processing: The Sensitivity Analysis Equations

The most direct method of determining sensitivity of LCC to a specific increment in a generic input parameter is to run the Model twice, once with the original parameter value, and once with the modified value. Such an approach may require a large set of changes to input data, if the generic parameter appears in many places - for example, the unit cost  $UP(I)$  of each equipment ITEM  $I$ . This approach also consumes a lot of computer time. Instead of using this brute force approach, the LCC program automatically computes, in each run, the change in LCC for the input parameter changes of interest. This approach shortens the computation time and it may also expose parameters and/or ITEMS to which LCC is particularly sensitive, which may not have otherwise come to the user's attention. In particular, the LCC program will "sort out" those ITEMS, for each ITEM-specific parameter, to which LCC is "most sensitive" (see Section 3.1).

Two kinds of sensitivity analysis capabilities are provided. The first is called global analysis, since it deals only in system wide changes. The second kind is called ITEM-specific, since it deals with the LCC impact of changes in ITEM-dependent parameters - i.e., parameter changes made separately to each individual ITEM.

The sensitivity analysis equations define LCC changes produced by fractional increases in each of the parameters listed below. There is a separate sensitivity analysis equation in the LCC program for each of these parameters where each equation represents an analytic formulation of the exact components of LCC which are effected by a change in the given parameter.

##### Global Factors

Unit Costs  
Failure Rates  
False Pull Rates  
Maintenance Repair Times  
Repair Materials Costs  
Program Lifetime  
Mod/Installation Labor Hours

<u>ITEM Specific Factors</u>	Unit Cost
	Failure Rate
	False Pull Rate
	Repair Materials
	Intermediate Repair Fraction
	Depot Repair Fraction
	Condemnation Rate
	SRU/LRU Configuration

The results of applying the sensitivity analysis equations are used to determine:

- o Change in ICC due to prescribed change in each global factor.
- o Change in LCC due to prescribed change in each ITEM-specific factor for each ITEM. For each factor, ITEMS are then ordered by magnitude of LCC change.
- o The effect on LCC of changing each SRU into an LRU.

#### 4.2.2.3 Processing: The Repair Level Analysis Procedure

The RLA is basically AFLC-AFSC 800-4 methodology implemented with a modification to especially account for LRU/SRU ITEM interaction. Specifically, the procedure explicitly recognizes that the repair level of an SRU depends on the repair level of its containing LRU and thus the repair level decision for each Item should not be made in isolation. When evaluating an LRU's repair level, the procedure takes the cost implication on its SRUs into consideration. And when a decision is made about an LRU's repair level, the procedure also identifies the best repair levels for its SRUs. If there are some SRUs each contained in more than one LRU, the procedure also makes adjustments to achieve a single repair level for each SRU. See Section 5 for a detailed description of this procedure.

#### 4.2.2.4 Processing: The Preprocessor

The preprocessor performs two functions. From an SRU-in-LRU matrix (Data File 8B) and an LRU-in-Platform matrix (Data File 11B), the preprocessor creates an ITEM-in-Platform matrix (Data File 11A). The preprocessor also checks Data Files 8A, 8B, 9A, 9B, 10, and 11A for input file errors. See Section 5 for a more detailed description of the preprocessor.

#### 4.2.3 Model Outputs

The user's completion of his interactive responses to the sequence of computer-prompted questions initiates the processing of both the Model equations and the sensitivity analysis equations. The outputs of the LCC program are then printed in "hard-copy" on the off-line printer and/or on the user's terminal, in accordance with the user's previous interactive directions. The outputs are divided into three sections, which are: echo of input tables, cost elements and related outputs, and sensitivity analysis outputs. In addition, if the repair level analysis in the RLA Program is conducted, the results are contained in a separate output table. An illustrative, complete set of output tables from the LCC Model appears in Appendix B.

The first section of output on hard-copy contains an echoing of data inputs and their variable names from standard Data Files 1 through 11A. This output allows the user to check that his data was entered correctly to the LCC Model.

The second section of output on hard-copy contains the total LCC of the user's ATU system design, broken down into various categories and accompanied by other useful information such as installed ITEM equipment counts, counts of spares, and numbers of failures. Seven separate tables are provided, as follows:

##### Output Table 1: Summary by Top-Level Cost Elements

This table provides total system wide LCC for each of the eleven top-level elements, namely: FSED, PME, Operations, MOD/I, Spares (both Investment and Replacement), SE, On-Equipment Maintenance, Off-Equipment Maintenance, Training, Inventory Management, and TOS. Each cost is broken down into three phases of the program: Development, Production and Support.

##### Output Table 2: Platform Modification/Installation Costs

Table 2 is printed in two parts. The first part contains system-wide non-recurring MOD/I costs in total, and also broken down by engineering, prototype group A-Kits, testing, proofing and data. The second part of the table contains recurring MOD/I costs for each platform grouping NP, and for all groupings combined, both in total, and also broken down to fixed platform preparation/restoration, Group A-Kit equipment, and variable MOD/I labor. In addition the total recurring MOD/I cost for each grouping NP is separated into retrofit and production components, and A-Kit plus MOD/I labor is broken down by

installation area (antenna, electronics box, control head, cabling).

Output Table 3: Operation and Logistic Support Cost Elements

This table provides total system-wide Operation and Logistics Support (O&LS) cost by the cost subelements operations labor, added fuel consumption, initial spares, replacement spares, on-equipment maintenance, off-equipment maintenance, common and peculiar support equipment, ITEM inventory management, maintenance training, and technical data. For each of these cost subelements the table provides a number of subtotals. First, initial costs and recurring costs are shown. Second, costs which are incurred at independent bases, CIMF bases, and satellite bases are shown. Third, these costs are also shown as they occur at air and ground bases. Finally, depot incurred costs are shown. In addition the number of independent bases, CIMFs, and satellite bases as well as the number that are air and ground bases are shown.

Output Table 4: ITEM-Specific Maintenance Costs and Characteristics

Table 4 has three parts (A, B, and C) and provides cost and other data for each ITEM 1 that the Contractor has defined. ITEMS include both LRUs and their component sub-units, SRUs. For each LRU and each SRU, Table 4A provides an LRU identifier and breaks down total support cost for each ITEM into seven components: initial spares, replacement spares, on-equipment maintenance, off-equipment maintenance, maintenance training, technical data, and inventory management. There is also a column giving average corrective maintenance cost per failure for each of the LRUs and SRUs. Table 4B breaks down the system total number of each ITEM into three portions: total number installed in the system, total initial spares at bases, and total initial spares at the depot. It also gives the monthly and lifetime failures, the learned unit cost, and the total production contract procurement quantity for each ITEM 1. Table 4C provides the average corrective maintenance cost per failure for all the LRUs and for all the SRUs, and the total monthly and lifetime failures for all LRUs.



#### Output Table 5: Support Equipment Requirements and Costs

In this table output data are provided for each type or grouping (identified by the index L) of SE that the contractor has defined. The table provides, for each SE grouping L, total number of SE units required system-wide, lifetime cost per unit, technical order cost, SE development cost, and aggregate system-wide lifetime cost. UCT software development cost is then included to get a total SE cost. It also breaks down total SE unit requirements of the five location categories: independent bases, CIMF bases; air bases, ground bases, and the depot.

#### Output Table 6: Platform/Terminal Failure Rate Data

Output Table 6 exhibits the average per platform failure rate for each grouping NP, both in terms of failures per month and failures per million operating hours (i.e., the aggregate (series) failure rate of all ATU equipment installed on the given platforms). The per terminal failure rate is also shown for each platform grouping NP. The production cost per platform type is attached at the end of this table.

#### Output Table 7: Manpower Requirements

This table breaks down the total manpower requirements per year per base into two function areas: maintenance and its management data. These figures are listed for each base type. Also shown in this table are the total manpower requirements per year per base type, the total for all bases, and the total for the depot. The total manpower requirements in training are also listed for the first year and each subsequent year.

The seven output tables described above are available at the hard-copy off-line printer. At the user's terminal, he may, if he chooses, obtain copies of Output Tables 1 and 3. Output Table 3, as displayed at the terminal, is somewhat abbreviated from the version described above.

The third section of output on hard-copy, the LCC Sensitivity Analysis Table, contains the results of the global and ITEM-specific sensitivity analysis calculations.

For the global calculations, the output consists of the change in total system-wide LCC for the assumed fractional change in each of the global factors listed above. This output consists of a single number for each global factor and these calculations always appear in the LCC Sensitivity Analysis Output Table.

For each ITEM-specific parameter for which LCC sensitivity analysis is provided, however, an LCC sensitivity value is computed for each different ITEM type. The number of values that get printed in the LCC Sensitivity Analysis Table, if any, depends on the directions which the user inputs during his interactive sequence of responses (see Section 7.6 for details). As mentioned above, for each ITEM-specific parameter, the most significant calculation will be printed first.

Besides the three sections of the main program output as described above, there are additional output tables generated by the RLA and Preprocessor program. Obviously, these tables are available only if the corresponding processing is to be performed. The repair level analysis table first lists the resulting LCC for each of the six Model runs. After the RLA program is run the main results of the analysis are printed, namely the repair level (base, depot, or discard) recommended for each ITEM. The corresponding fractions of different maintenance actions for each ITEM are also provided for use in subsequent LCC program runs. The Preprocessor output table displays the platform ITEM configuration on platforms matrix which it generates.

## SECTION 5

### AUXILIARY PROGRAMS: THE PREPROCESSOR AND REPAIR LEVEL ANALYSIS PROGRAMS

#### 5.1 Introduction

Two auxiliary programs are included in the ATU LCC Model. The first is a preprocessor which assists the user in creating Data File 11A. The second is an RLA program, which analyzes outputs from a set of six special runs of the LCC program and determines repair levels.

These two programs operate separately from the main LCC program. The usual sequence in which these auxiliary programs would be used would be as follows:

- 1) The user creates and enters data into Data Files 1 through 10 and Data File 11B. Data File 11A would be created but left empty.
- 2) The Preprocessor would be run to create Data File 11A, which is automatically written into the empty file.
- 3) The LCC Program would be run on the constructed data files. The values of any input parameters may be temporarily overridden through the use of the NAMELIST capability to perform trade-off analyses. In particular, changes to Data File 11A may be implemented directly or through changes to Data File 11B and another run of the Preprocessor.
- 4) Six special runs of the LCC Program are made with R=1 through R=6, creating inputs to the RLA Program.
- 5) The RLA Program is run, generating a set of repair level decisions. These decisions are written into a new copy of Data File 9A by the RLA Program.
- 6) The LCC Program is run with these repair level decisions.

## 5.2 Preprocessor Program

The Preprocessor performs two basic functions. The first is the creation of Data File 11A from Data Files 11B and 8B, and the second is the checking of six data files for format inconsistencies.

The rationale behind the development of the Preprocessor is that Data File 11A is a very large file, and because it contains both SRU and LRU ITEM configuration on platforms may be difficult to work with when studying design tradeoffs. For example, if the Model is to be run twice, once with a certain LRU in the system and once without that LRU, then the removal of that LRU from Data File 11A for the second run would entail not only removing that LRU ITEM from Data File 11A, but also determining which SRU ITEMS are in that LRU and reducing the quantities of these SRUs in each platform by the appropriate amount. The Preprocessor can be used to create an ITEM in platform configuration matrix (Data File 11A) using an LRU in platform configuration matrix (Data File 11B) and the LRU/SRU cross reference data contained in Data File 8B. Thus in the example above, changing the data file for the second run would entail only adjusting the quantity of LRUs in Data File 11B and running the Preprocessor, which will automatically correct the SRU quantities. Note that Data Files 8A, 9A, 9B, and 10 must also be adjusted to reflect the addition or deletion of any ITEM from the system.

Data Files 8A, 8B, 9A, 9B, 10, and 11A are scanned for input file format errors. In particular, the following error conditions are checked for:

- o Multiple records for an ITEM in any file
- o More records in a file than in the initial file (file 8A is the initial file)
- o Items not found in the initial file but found in other files
- o Fewer records in a file than in the initial file
- o Items appearing in the initial file but not found in other files
- o SRU ITEMS in LRU ITEM lists
- o LRU ITEMS in SRU ITEM lists
- o ITEM indices out of sequence in any file
- o ITEM indices out of range
- o More than the maximum allowable number of items in the initial file
- o More than the maximum number of SRUs in an LRU in the LRU/SRU cross reference file (file 8B)
- o End of file found before the end of the SRU list for an LRU in the LRU/SRU cross reference file
- o Missing end-of-file marker in a file

The last condition (a missing end-of-file marker) will be detected without a run time FORTRAN error only if there is at least one blank record after the last data record.

The Preprocessor will also be useful in making easier the task of initially entering Data File 11A, since only Data File 11B (a subset of 11A) need be entered. The error checking noted above will assist in the debugging of the data files without having to run the entire LCC Model.

### 5.3 Repair Level Analysis

Described in this section is an approach to help determine the repair level for each item in the ATU system. This approach has been implemented to be used in conjunction with the computerized ATU LCC Model. In repair level analysis, there are two interrelated stages of decisions: repair levels for LRUs and those for SRUs. For each stage there are three choices for each item: base repair, depot repair, and discard-on-failure. Since the stages are interrelated, i.e., the decisions made at one stage affect the decisions to be made at the other, each item's repair level should not be determined in isolation. The approach described below is one that recognizes this interrelationship.

The approach for the repair level analysis is outlined in the flow chart (Figure 5-1) below. As shown, a scalar and a vector of input data are required initially:

BIRD = fraction of base-repair-intended failures which are actually repaired at the depot due to insufficient repair capability at the bases.

WEAR(I) = fraction of removed failures of ITEM type I which must be condemned due to normal wear-out.

These input parameters are used in the LCC Program to calculate RTS(I), NRTS(I), and COND(I) for each ITEM type I, which in turn are used in the LCC model equations. There are six different model runs to be made which are indexed by the value of R. Each R value defines a different repair strategy represented by the values of RTS(I), NRTS(I), and COND(I), as specified later. In each run R, all the other inputs remain the same and the total cost attributable to each ITEM type I is calculated and denoted as TIAC(I,R). Detailed calculation of the above is presented in Section 5.3.1.

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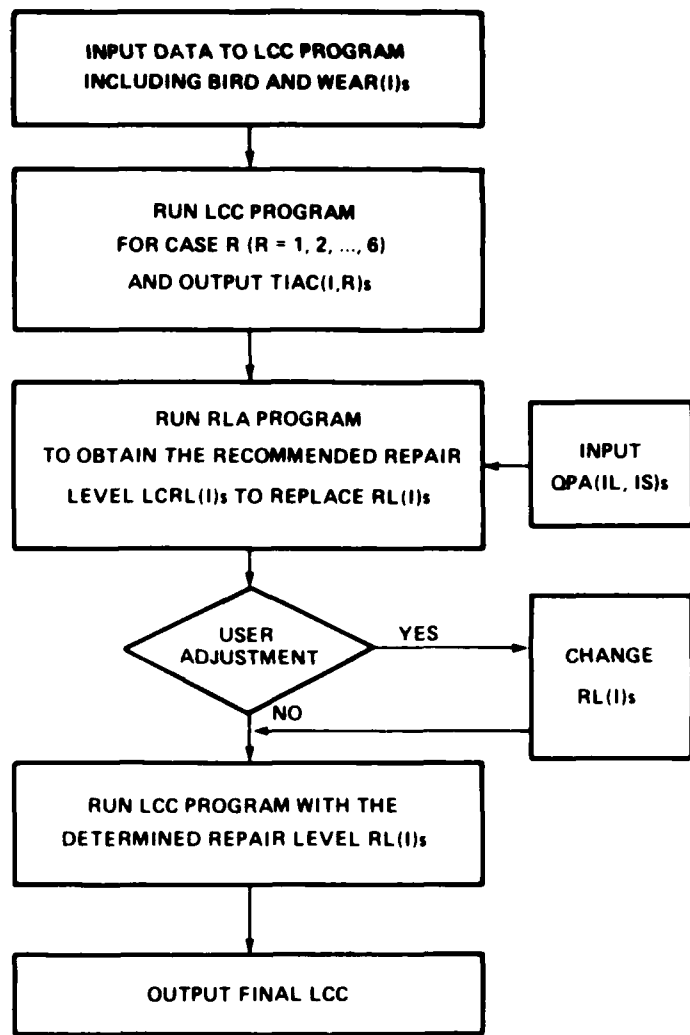


Figure 5-1. Process of the Repair Level Analysis

The RLA program then uses the matrix  $TIAC(I,R)$  along with another matrix  $QPA(IL,IS)$  to analytically determine the repair level for each item, where

$QPA(IL,IS)$  = number of units of SRU ITEM type  $IS$  contained in one unit of LRU ITEM type  $IL$ .

As an output of the analysis, the repair level decision reached for each ITEM type  $I$  is saved on a data file. A subsequent LCC program run to implement the repair level decisions (with possible user adjustment) is thus ready to be conducted. The specific procedure of finding the recommended repair levels in the RLA Program is presented in Section 5.3.2.

Note that when requested with proper inputs, the complete process of computing  $TIAC(I,R)$  will be performed automatically by the LCC computer program. With this calculated matrix  $TIAC(I,R)$  saved on a data file and the additional input matrix  $QPA(IL,IS)$ , the RLA program is ready to proceed. In addition, the results from the RLA Program can be easily used through a simple input procedure (see Section 7.8).

#### 5.3.1 Calculation of ITEM Costs

To determine the repair level for each item, one has to first determine the total cost which is affected by an item's repair level. There are three different repair levels for each LRU: base repair, depot repair, and discard-on-failure. For each SRU, there may also be a choice of repair levels, depending on the specific repair level chosen for its LRU. More explicitly, there are 6 different cases of repairing for each SRU and they can be grouped into 3 sets according to its parent LRU's repair level, as follows:

Table 5-1

## Different Cases of Repairing

<u>Set J</u>	<u>Case R</u>	<u>LRU</u>	<u>SRU</u>
1	1	base repair	base repair
	2	base repair	depot repair
2	3	base repair	discard
	4	depot repair	depot repair
3	5	depot repair	discard
	6	discard	discard

Note that the set of first 3 cases has the parent LRU base-repaired, while the SRU can be base-repaired, depot-repaired, or discarded on failure. The set of next 2 cases requires depot repair for the LRU and allows either depot repair or discard-on-failure for its SRU. Base repair for the SRU is considered not practical when its LRU is sent for depot repair. The last case (or set) is that the parent LRU and thus the SRU will be discarded when failure occurs. For these different cases, there are different cost implications for each item, SRU or LRU. To determine the total cost effect of each item's repair level, six LCC model runs are to be made, each corresponding to a case in Table 5-1. The model specifications of  $RTS(I)$ ,  $NRTS(I)$ , and  $COND(I)$  for each ITEM type I in making these runs are listed in Table 5-2.

Note that the entries of this table are determined by knowing that the value of  $COND(I)$  has to be at least  $WEAR(I)$  and the value of  $NRTS(I)$  at least  $RTS(I)*BIRD$ , and then by assigning a largest possible fraction to  $RTS(I)$ ,  $NRTS(I)$ , or  $COND(I)$ , depending on whether ITEM type I is base-repaired, depot-repaired, or discarded on failure, as specified in Table 5-1. Of course, the condition that  $RTS(I) + NRTS(I) + COND(I) = 1.0$  should always be observed.

Based on the results of each LCC model run R, one can sum up all the cost elements which are affected by the repair level of each ITEM type I as follows:



Table 5-2  
Model Specifications of Repairing Cases

Set J	Case R	LRU			SRU		
		RTS(IL)	NRTS(IL)	COND(IL)	RTS(IS)	NRTS(IS)	COND(IS)
1	1	$\frac{1-WEAR(IL)}{1+BIRD}$	RTS(IL)*BIRD	WEAR(IL)	$\frac{1-WEAR(IS)}{1+BIRD}$	RTS(IS)*BIRD	WEAR(IS)
	2	$\frac{1-WEAR(IL)}{1+BIRD}$	RTS(IL)*BIRD	WEAR(IL)	0	1-WEAR(IS)	WEAR(IS)
	3	$\frac{1-WEAR(IL)}{1+BIRD}$	RTS(IL)*BIRD	WEAR(IL)	0	0	1
2	4	0	1-WEAR(IL)	WEAR(IL)	0	1-WEAR(IS)	WEAR(IS)
	5	0	1-WEAR(IL)	WEAR(IL)	0	0	1
3	6	0	0	1	0	0	1

$$\begin{aligned}
 TIAC(I,R) = & ISCA(I) + RSCA(I) + ONMCA(I) + OFMCA(I) \\
 & + SECI(I) + IIMCA(I) + TDC(I) + MTRCI(I)
 \end{aligned}$$

where  $ISCA(I)$  = investment spares cost of ITEM type I  
(See Section 2.4.4)

$RSCA(I)$  = replacement spares cost of ITEM type I  
(See Section 2.4.5)

$ONMCA(I)$  = on-equipment maintenance cost of ITEM type I  
(See Section 2.4.6)

$OFMCA(I)$  = off-equipment maintenance cost of ITEM type I  
(See Section 2.4.7)

$SECI(I)$  = total support equipment cost allocated to ITEM type I  
(See Section 2.4.8)

$IIMCA(I)$  = inventory management cost of ITEM type I  
(See Section 2.4.9)

$TDC(I)$  = technical data cost allocated to ITEM type I  
(See Section 2.4.10)

$MTRCI(I)$  = maintenance training cost allocated to ITEM type I  
(See Section 2.4.11)

### 5.3.2 Procedure for Using the RLA Program

The procedure to analytically determine the repair level for each item is described here. There are four steps in the procedure and the first three steps are based on dynamic programming concepts. In Step 1 a search of the least cost repair level for each SRU is done for each possible repair level of the containing LRUs. In Step 2 a search of the least cost repair levels for the LRUs begins. At this point, the cost of each LRU's repair level will include the cost attributable to that LRU at the repair level as well as the costs of all its SRUs at their corresponding best repair levels. The repair level of an LRU determined this way will cost the least when the complete process of repairing the LRU and all its SRUs is considered. The repair level decision made for the LRU in Step 2

implies the repair levels for its SRUs. These SRU repair levels are recorded in Step 3. If the repair level of an SRU installed in two or more LRUs is found to be inconsistent, Step 4 makes reasonable adjustments. A more complete but intuitive description of the procedure follows.

STEP 1:

Assuming each possible repair level for an LRU, one can determine the best repair levels for its SRUs. This is accomplished by comparing for each SRU ITEM type IS the cost of different repair levels allowed by the LRU's repair level, i.e., by comparing the calculated  $TIAC(IS, R)$  among all cases R in the set J corresponding to the LRU's repair level. The least  $TIAC(IS, R)$  will be called  $TSAC(IS, J)$  and the corresponding case R,  $LCRS(IS, J)$ .

STEP 2:

Next, the repair levels of each LRU ITEM type IL are optimized. The cost corresponding to each LRU's repair level (denoted as  $TSAC(IL, J)$ ) includes the input  $TIAC(IL, R)$ , and the optimal costs of all the SRUs contained in LRU ITEM type IL are determined in Step 1. By comparing  $TSAC(IL, J)$  among different J values, one will obtain the best repair level for IL when the complete process of repairing the LRU and its SRUs is considered. The set number J which gives the least  $TSAC(IL, J)$  for IL is called  $LCRL(IL)$ .

STEP 3:

Within this set, i.e., given the LRU repair level, one can easily determine the implied repair level for each of its SRUs by recalling  $LCRS(IS, J)$ s with J set to  $LCRL(IL)$ . Note that  $LCRS(IS, J)$  gives the case number and will be translated into a code number  $LCRLS(IL, IS)$ , which is directly comparable to the  $LCRL(IL)$ .

STEP 4:

Finally, the value of  $LCRLS(IL, IS)$  for an SRU ITEM type IS may be different for different IL, i.e., inconsistent repair level for IS among different containing LRUs. In this case, one can make an adjustment by minimizing the cost over each SRU's repair level allowed by all containing LRUs and then revising the SRU's repair level to be the one that yields the least cost. This final repair level for IS is coded as  $LCRL(IS)$ .

### 5.3.3 Analytical Basis for the Procedure

The exact analytical procedure is now given below.

#### STEP 1:

For each SRU ITEM type IS, let TSAC(IS,J) be the smallest of TIAC(IS,R) among all cases R in set J (of given LRU repair level), i.e.,

$$TSAC(IS,J) = \min_{R \text{ in set } J} \{ TIAC(IS,R) \}$$

Note that in set 1 the choice of least cost for each SRU ITEM type IS is among TIAC(IS,1), TIAC(IS,2), and TIAC(IS,3). The choice for each IS in set 2 is only between TIAC(IS,4) and TIAC(IS,5). In set 3, the least cost is simply TIAC(IS,6) for each IS.

Finally, let LCRS(IS,J) be the least cost repairing case in set J for SRU ITEM type IS and set

$$LCRS(IS,J) = R1 \text{ for which } TIAC(IS,R1) = TSAC(IS,J)$$

#### STEP 2:

For each LRU repair level indicated by set J, let TSAC(IL,J) be the total cost attributable to LRU ITEM type IL as a whole:

$$\begin{aligned} TSAC(IL,J) = & \sum_{\substack{IS \text{ in } IL \text{ and} \\ R1 = LCRS(IS,J)}} TIAC(IL,R1)/NDS(IL) \\ & + \sum_{IS \text{ in } IL} TSAC(IS,J)*QPA(IL,IS)/NTL(IS) \end{aligned}$$

or = TIAC(IL,R1) if no SRUs in IL,  
 where R1 is the smallest R value in set J

where NTL(IS) = total number of SRU ITEM type IS in all the LRUs

$$= \sum_{IL} QPA(IL,IS)$$

Then for each LRU ITEM type IL, let TLAC(IL) be the least of  
 TSAC(IL,J) among all sets J, i.e.,

$$TLAC(IL) = \min_J \{ TSAC(IL,J) \}$$

Note that this is simply a choice of the least costly alternative  
 for each IL among the LRU repair levels of base repair, depot  
 repair, and discard-on-failure.

### STEP 3:

Let LCRL(IL) be a least costly repair level indicator for LRU ITEM  
 type IL and set

$$LCRL(IL) = J1 \text{ for which } TSAC(IL,J1) = TLAC(IL)$$

Clearly, LCRL(IL) registers the set number which indicates the least  
 cost repair level for LRU type IL. Let the corresponding least cost  
 repair level for each SRU ITEM type IS in IL, LCRLS(IL,IS), be

$$LCRLS(IL,IS) = \begin{cases} 1 & \text{if } LCRS(IS,J1) = 1 & \text{(or SRU base-repaired)} \\ 2 & \text{if } LCRS(IS,J1) = 2,4 & \text{(or SRU depot-repaired)} \\ 3 & \text{if } LCRS(IS,J1) = 3,5,6 & \text{(or SRU discarded on failure)} \end{cases}$$

where J1 = LCRL(IL)

Note  $LCRS(IS, J1)$  gives the case number which indicates the least cost repair level for the SRU ITEM type IS in IL, and  $LCRLS(IL, IS)$  is to register 1 if  $LCRS(IS, J1)$  indicates base-repair, 2 if depot-repair, and 3 if discard-on-failure. For example, if  $LCRL(IL) = 2$ , then the LRU ITEM type IL under consideration should be depot-repaired as indicated by set 2 in Table 5-1. Furthermore, its SRU ITEM type IS should be depot-repaired if  $LCRLS(IL, IS) = 2$  or discarded on failure if  $LCRLS(IL, IS) = 3$ .

#### STEP 4:

The least cost repair level for each item can thus be determined by referring to  $LCRL(IL)$ s and  $LCRLS(IL, IS)$ s. However, there is no guarantee that a given SRU which goes into more than one LRU will be treated at a same repair level. For example, SRU ITEM type IS may have  $LCRLS(IL1, IS) = 1$  or base-repair in an LRU ITEM type IL1, while having  $LCRLS(IL2, IS) = 2$  or depot-repair in another LRU ITEM type IL2. In this case, an inconsistency exists and an adjustment to reach a same repair level for the same SRU may be made with proper judgment. As evidenced in Step 1, the repair level for an SRU will be consistent as long as its LRUs have a same repair level. Thus, the inconsistency in the repair level of an SRU can occur only when its LRUs have different repair levels. Further, since an LRU repair level limits the repair alternatives of its SRU level, the lowest (most decentralized) repair level that an SRU can have is the highest (most centralized) repair level among its LRUs, i.e.,

$$LCRL(IS) > \max_{IL \text{ containing } IS} \{ LCRL(IL) \}$$

where  $LCRL(IS)$  is the (adjusted) repair level for SRU ITEM type IS in any LRU. Now considering all the possible sets of different LRU repair levels, one can only have the following: 1,2 , 1,3 , 2,3 , and 1,2,3 . In all these cases except the first one, level 3 is involved and, for these cases according to the above inequality,  $LCRL(IS)$  must be 3 (discard-on-failure). Consider the first case where an SRU ITEM type IS has different  $LCRLS(IL, IS)$  for different IL and  $LCRL(IL) = 1$  for some IL's and  $LCRL(IL) = 2$  for the others. By the above inequality,  $LCRL(IS)$  can be 2 or 3 (depot repair or discard-on-failure). Judgment based on experience may be exercised here to further determine the  $LCRL(IS)$  to be a specific number. Or to more objectively choose an adjusted repair level, one can compute and compare the costs attributable to IS when  $LCRL(IS)$  is set to be 2 and when it is set to be 3. That is, one can compute the following with  $JD = 2$  and then with  $JD = 3$ :

$$AIAC(IS,JD) = \sum_{IL \text{ containing } IS} TIAC(IS,R2,JD,LCRL(IL)) * QPA(IL,IS) / NTL(IS)$$

where R2 is the case number corresponding to JD in the set given by LCRL(IL), as listed below:

JD	LCRL(IL)	R2
2	1	2
	2	4
3	1	3
	2	5

Comparing  $AIAC(IS,JD=2)$  and  $AIAC(IS,JD=3)$ , one can determine the adjusted repair level for IS by setting  $LCRL(IS)$  to be the JD value which gives the smaller  $AIAC(IS,JD)$ .

The SRU repair level adjustment is summarized below: For each SRU ITEM type IS, set

$$LCRL(IS) = \begin{cases} LCRLS(IL,IS), & \text{if IS is in IL only or} \\ & \text{if LCRLS(IL,IS) is the same} \\ & \text{for each IL which contains IS;} \\ 3, & \text{if LCRLS(IL,IS) is different} \\ & \text{for different IL which contains IS} \\ & \text{and LCRL(IL)=3 for some of the IL's;} \\ 3, & \text{if it is none of the above} \\ & \text{and } AIAC(IS,3) \leq AIAC(IS,2); \\ 2, & \text{if it is none of the above} \\ & \text{and } AIAC(IS,2) \leq AIAC(IS,3). \end{cases}$$

The vector  $LCRL(I)$  is the main result of the repair level analysis, each entry representing the recommended repair level for ITEM type I. It is stored as  $RL(I)$  on an input data file to the LCC Program and can be changed as user wishes. When  $RL(I)$  is read in the LCC Program, it is translated into  $RTS(I)$ ,  $NRTS(I)$ , and  $COND(I)$  according to table 5-3, below.

Table 5-3

## Model Specifications of Repair Levels

<u>RL(I)</u>	<u>RTS(I)</u>	<u>NRTS(I)</u>	<u>COND(I)</u>
0	(Data File values are used.)		
1 (base)	$\frac{1-\text{WEAR}(I)}{1+\text{BIRD}}$	$\text{RTS}(I)*\text{BIRD}$	$\text{WEAR}(I)$
2 (depot)	0	$1-\text{WEAR}(I)$	$\text{WEAR}(I)$
3 (discard)	0	0	1

Note: The procedure described above explicitly recognizes the cost attributable to each SRU ITEM type IS being dependent on its LRU's repair level as indicated in the notation  $\text{TIAC}(IS,R)$ . However, the procedure will be more accurate if one can assume the cost attributable to each LRU is independent of the repair levels of its SRUs. Specifically, this means that  $\text{TIAC}(IL,R)$  of an LRU ITEM type IL is the same for each R value in set J and thus in Step 2 the first summation term in the expression for  $\text{TSAC}(IL,J)$  becomes simply  $\text{TIAC}(IL,R)$  with any R value in set J. However, due to some inherent difficulty in perfectly allocating the cost of shared resources (e.g., support equipment) between items, the value of  $\text{TIAC}(IL,R)$  may vary somewhat for different R in set J. For this reason, when calculating  $\text{TSAC}(IL,J)$  the value of  $\text{TIAC}(IL,R)$  is weighted by the proportion of IL's SRU items which have a least cost repair level corresponding to case R in set J. More fundamentally, the procedure also assumes that for each ITEM type I the cost  $\text{TIAC}(I,R)$  is only dependent on R. If I is an LRU this implies, along with the earlier assumption, that the cost only depends on the value of J which contains R, i.e., it only depends on the LRU's own repair level. On the other hand, if I is an SRU the cost depends on its repair level, its LRU's repair level, and no others. Because of the same difficulty in allocating the cost of shared resources between items,  $\text{TIAC}(I,R)$  may vary somewhat due to different repair levels of the other items. The procedure should remain valid however, if  $\text{TIAC}(I,R)$ s are determined through careful cost allocation such that the variation can be kept small.



## SECTION 6

### INPUT PARAMETERS AND VARIABLES

#### 6.1 Introduction

This section presents the description of the LCC Model input parameters and variables. In addition, numerical values are provided for input parameters established by the Air Force, and ground rules and instructions are given for the determination of parameters to be furnished by the contractor.

The input data elements identified and defined in conjunction with the description of the Model equations in Section 2, the Sensitivity Analysis in Section 3, and the RLA and the Preprocessor in Section 5, are listed below in Section 6.2. This listing provides an overall picture of the data elements and data files that are employed. Detailed and precise definitions of the data items are given in Appendix A, Glossary of Variables. The precise representation of each data element in the input files and output tables is established in Section 7, Operating Procedures. The Illustrative Runs contained in Appendix B give examples of actual input and output formats and typical data contents in an illustrative run of the LCC Model.

#### 6.2 Input Data Elements and General File Structures

The basic inputs to the Model equations and the preprocessor are provided by fourteen input files. Three of these files are in two parts (A and B). The files are:

- (1) System-Wide Scalar Parameters (AF,CN)
- (2) Base Configuration Data (AF)
- (3) Platform Operation Data (AF,CN)
- (4) Platform Terminal Data and Non-Recurring Mod/Installation Data (AF,CN)
- (5) Platform Recurring MOD/I Data (AF,CN)
- (6) Platform Deployment at Bases (AF)
- (7) Support Equipment Data (CN)
- (8A) ITEM Equipment Data (CN)
- (8B) SRU/LRU Cross-Reference Data (CN)
- (9A) ITEM Maintenance Data (CN)
- (9B) ITEM Technical Order and Training Data (CN)
- (10) ITEM/Support Equipment Cross Reference Data (CN)
- (11A) ITEM Configurations on Platforms (CN)
- (11P) LRU Configurations on Platforms (CN)

After each heading, the source of the input data is indicated:  
AF = Air Force; CN = Contractor.

In addition to the above inputs, there are special inputs used only in the sensitivity analyses. These special inputs are entered through the NAMELIST capability of the Model, and are discussed in Section 7. The structure and purpose of each input data file is further explained in Table 6-1. A consolidated list of the data elements in each file is provided in Table 6-2.

As shown in Table 6-1, the fourteen input files have the following roles:

- o Data File 1 - provides all scalar inputs which are independent of Base, Platform, Support Equipment, or ITEM type. Examples are labor rates and pipeline times.
- o Data File 2 - defines characteristics of Base groupings
- o Data Files 3, 4, 5 - define characteristics of Platform groupings, numbers of terminals per Platform, and all parameters associated with Platforms.
- o Data File 6 - defines deployment of Platform groupings at Bases
- o Data File 7 - establishes characteristics of Support Equipment groupings
- o Data Files 8A, 8B, 9A, 9B - define equipment ITEMS, their logistic interrelationships, their reliabilities and maintenance characteristics, and their impact on technical orders and training.
- o Data File 10 - relates Support Equipment to ITEMS.
- o Data File 11A - defines ITEM configurations by Platform types.
- o Data File 11B - defines LRU configurations by Platform types.

Either Data File 11A or 11B must be entered by the contractor. Since Data File 11B is much smaller than 11A, the Preprocessor can be used to generate Data File 11A from 11B and 8B.

Section 6.3 defines numerical values for those parameters in the input files that are established by the Air Force. Section 6.4 provides instructions and data for contractors to use in developing their input parameters.

Table 6-1  
Structure and Content of Input Data Files

FILE NO.	PRIMARY INDEX	SECONDARY INDEX	DATA CONTENT
*****			
	*	*	* o System - Wide Scalars:
(1)*	---	*	* Labor rates & factors, pipeline times,
	*	*	* Various costs and logistic factors.
*****			
	* BASE	*	* o Base Grouping, classification;
(2)*	Type NS	*	* o No. of bases per group.
*****			
	* Platform	*	* o Platform grouping, classification;
(3)*	Type NP	*	* operating data
*****			
	* Platform	*	* o Deployment of Terminals per Platform;
(4)*	Type NP	*	* Terminal costs; Misc. Plat. parameters
	*	*	* o Non-recur. Mod/Install. costs by
	*	*	* platform
*****			
	* Platform	*	* o Recurring Mod/Installation cost
(5)*	Type NP	*	* factors by platform
*****			
	* Platform	* Base	* o Deployment of platforms
(6)*	Type NP	* Type NS	* per Base
*****			
	* SE	*	* o SE Grouping, classification,
(7)*	Type L	*	* cost factors
*****			
	* Item	*	* o Equip. Item definition,
(8A)*	Type I	*	* classification, properties; Item costs
*****			
	* LRU Item	* SRU Sequence	* o No. of SRUs in each LRU.
(8B)*	Type I	* No. K	* and type
*****			
	* Item	*	* o Item reliability and maintenance
(9A)*	Type I	*	* characteristics
*****			
	* Item	*	* o Item techical orders
(9B)*	Type I	*	* and training time.
*****			
	* Item	* SE Sequence	* o Item requirements
(10)*	Type I	* No. K	* for SE
*****			
	* Item	* Platform	* o Deployment of Items
(11A)*	Type I	* Type NP	* per Platform
*****			
	* LRU Item	* Platform	* o Deployment of LRU Items
(11B)*	Type I	* Type NP	* per Platform

TABLE 6-2

Consolidated List of Data Elements in Input Data Files

INDICES: NP - Platform type, NS - Base type, I - ITEM type, L - Support Equipment type, M - Mode of Installation, IA - Installation Functional Area, LE(NP) - Operational Environment, IL - LRU ITEM type, LO(NS) - Location of Base by Operational Theatre. Also, Index K is used as a sequence number.

DATA SOURCES (AF)=Air Force, (CN)=Contractor

Data File 1: System-Wide Scalar Parameters

(AF) Labor Factor: BAA, BMF, DAA, DMF, HPD2, TORB, TORD  
 (AF) Labor Rates: BLR, DLR, MILR(M), PAL1, PAL2B, PAL2D, PMLR, TNL, TRAV1D, TRAVB  
 (AF) Logistic Pipeline Times: BRCT, CRCT, DAD, DRCT(LO(NS)), OST(LO(NS)), OSTC  
 (AF) Unit Cost Times: ACPP, CFG(LO(NS)), CPD2, CPPC, CPPD(LO(NS)), IMC, RCPP, RMC, SA, UCPP  
 (AF) Miscellaneous Factors: BF, BIRD, KFAC(LE(NP)), MRF, MRO, MUSE, NRUC, PIUP, QTYP1, QTYP2B, QTYP2D, R, SPC2, SR, TR, TYP2TF, XFPR, XFR, XMIL, XUC  
 (CN) Contractor Inputs: BDAIA, CPD1, DDATA, FSEDC, HPD1, SPC1, TEFM

Data File 2: Base Configuration Data - for Base Types NS

(AF) Designation: BNOUN(NS)  
 (AF) Characteristics: BPLAT(NS), BTYPE(NS), LO(NS), NDC(NS), NHB(NS), TNB(NS)

(CN) Support Philosophy: BSP(NS),

Data File 3: Platform Operation Data - for Platform Types NP

(AF) Designation and Environment: PNOUN(NP); LE(NP)  
 (AF) Operating Hours and Number of Missions: AMPM(NP,LO(NS)), APFH(NP,LO(NS)), TFAC(NP)  
 (CN) Operating Labor Times: MMPD(NP,LO(NS)), MMPM(NP)  
 (AF) Thrust/Fuel Consumption: FGH(NP), THRS(NP)

Table 6-2 (continued)

Data File 4: Platform Terminal Data and Non-Recurring Mod/  
Installation Data - for Platform Types NP.

(AF,CN) Terminal Data: NTRMP(NP), INTNR(NP), INTR(NP)  
(CN) Non-Recurring MOD/I Data: NAE(NP), NRMI(NP)  
(AF,CN) Other Parameters: DRAG(NP), FR(M,NP), K(NP),  
PDIV(NP)

Data File 5: Platform Recurring Mod/Installation Data - for  
Platform Types NP

(AF,CN) AKIT(IA,NP), MIFIX(M,NP), MIMH(IA,M,NP)

Data File 6: Platform Deployment at Bases - for Platform Types NP,  
and Base Types NS.

(AF) NPLT(NP,NS)

Data File 7: Support Equipment Data - for S.E. Types L.

(CN) Designation: SENOUN(L), SENUM(L)  
(CN) Characteristics: CSE(L), MSE(L), SETYPE(L)  
(CN) TO Pages: DATAS(L)  
(CN) SE Development Cost: SEDEV(L)

Data File 8A: ITEM Equipment Data - for ITEM Types I

(CN) ITEM Description & Class.: INOUN(I), PTNUM(I); LFAC(I), GFE(I),  
INTEG(I), LRU(I), NHI(I)  
(CN) Other ITEM Properties: PA(I), RM(I), UP(I), WT(I)

Data File 8B: LRU/SRU Cross-Reference Data - for LRU types IL and  
the Kth SRU type contained in LRU IL.

(CN) NDS(IL); ISRU(IL,K), QPA(IL,K)

Table 6-2 (concluded)

Data File 9A: ITEM Maintenance Data - for ITEM Types I

(CN) Reliability: MTBMI(I,LE(NP))  
(CN) Relative Frequency of Maintenance Actions: COND(I), FPR(I),  
NRTS(I), RIP(I), RTS(I)  
(CN) Man Hours and Cost of Maintenance Actions: BCMH(I), BMH(I),  
DMH(I), IPCF(I), RMH(I)  
(CN) Repair Level Decision: RL(I)

Data File 9B: ITEM Technical Order and Training Data - for ITEM Type I

(CN) TO Pages: DATAB(I), DATAD(I)  
(CN) Hours of Type 1 Training: TIME1(I)  
(CN) UCT Software Development Cost: UCTDEV(I)

Data File 10: ITEM/Support Equipment Cross Reference Data - for ITEM

Types I and the Kth SE type for I in repair mode IRM  
(CN) NJA(I), NRM(I), A(I,IRM,K), QSA(I,IRM,K)

Data File 11A: ITEM Configuration on Platforms - for ITEM Types I,  
and Platform Types NP.

(CN) NITEM(I,NP)\*

Data File 11B: LRU ITEM Configuration on Platforms - for LRU ITEM  
Types IL, and Platform Types NP.

(CN) NITEM(IL,NP)\*

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\* Note that either Data File 11A or Data File 11B is entered,  
depending on whether or not the Preprocessor is to be used.

### 6.3 Air Force Inputs

This section presents the data whose values are supplied by the Air Force.

#### 6.3.1 Introduction

The input parameters furnished by the Air Force appear in the following six input files:

- (1) System-Wide Scalar Parameters
- (2) Base Configuration Data
- (3) Platform Operation Data
- (4) Platform Terminal Data and Non-Recurring MOD/I Data
- (5) Platform Recurring Mod/Installation Data
- (6) Platform Deployment at Bases

The set of Air Force input parameters that are given below defines a baseline deployment matrix (Platforms NP by Base NS) in Data File 6, and a baseline deployment and logistic configuration of Bases NS in Data File 2. These baseline values are utilized in the illustrative computer run in Appendix B. It must be emphasized that the sample deployment and operations data are highly aggregated and simplified, and do not represent any Air Force force structure or operating plans.

A table of Air Force parameter values is provided below for each of these input files. Air Force inputs to Sensitivity Analysis calculations are discussed in Section 7. As indicated in the Tables for Data Files 1, 3, 4, and 5 these files have contractor inputs in addition to Air Force inputs. See Section 6.4 for discussions of contractor inputs. Contractor comments on values used for all Air Force inputs would be welcomed.

#### 6.3.2 Air Force Values for Data File 1 - System-Wide Scalar Parameters

Data values for Data File 1 are shown in Table 6-3. It should be noted that some of the "scalar" parameters are functions of one of the so-called "minor" indices, specifically: MOD/I labor rate MILR(M) depends upon mode of installation, M; pipeline times DRCT(LO(NS)) and OST(LO(NS)) and unit cost factors CFG(LO(NS)) and CPPD(LO(NS)) all depend upon base location, LO(NS); and failure rate adjustment factor KFAC(LE(NP)) depends upon platform environment, LE(NP). Note also that CFG(LO(NS)) is entered as zero since the Added Fuel Cost portion of the Operations Cost Element is not used in this version of the ATU LCC Model.

Table 6-3

Values for Air Force Inputs to Data File 1,  
System-Wide Scalar Parameters

## GOVERNMENT-PROVIDED PARAMETERS

LABOR FACTORS

BAA	- Monthly Available Working Hours per Maintenance Man at Base Level	168.
BMF	- Base Maintenance Factor	1.50
DAA	- Monthly Available Working Hours per Maintenance Man at Depot Level	168.
DMF	- Depot Maintenance Factor	1.25
HPD2	- Number of In-Class Hours per Day for Type 2 Training	8
TORB	- Turnover Rate for Base Avionics Maintenance Personnel	0.1
TORD	- Turnover Rate for Depot Avionics Maintenance Personnel	0.1

LABOR RATES (FY82 dollars)

BLR	- Base Maintenance Labor Rate in \$ per Hour	41.68
DLR	- Depot Maintenance Labor Rate in \$ per Hour	44.88
MILR(1)	- Mod/Installation Labor Rate During Production in \$ per Hour	35.01
MILR(2)	- Mod/Installation Labor Rate for Field Mods Using Depot Team in \$ per Hour	51.61
MILR(3)	- Mod/Installation Labor Rate for Mods Performed at the Depot in \$ per Hour	44.88
PAL1	- Average Daily Pay and Allowance for Type 1 Trainee	95.00
PAL2B	- Same as PAL1 but for Type 2 Base Trainee	60.00
PAL2D	- Same as PAL1 but for Type 2 Depot Trainee	70.00
TRAVID	- Average Round Trip Travel Expense for Type 1 and Type 2 Depot Trainees	235.00
TRAVB	- Same as TRAVID but for Type 2 Base Trainees	250.00
TNLR	- Terminal Activation Labor Rate in \$ per Hour	0.00
PMLR	- PME Operator Labor Rate in \$ per Hour	0.00



Table 6-3 (continued)

PIPELINE TIMES

BRCT	- Base Repair Cycle Time in Months	.132
CRCT	- Time from failure at Satellite Base Until Repair at CIMF Base in Months	.5
DAD	- Time from Failure Removal at Depot Until Repair at Depot in Months	.132
DRCT(1)	- Time from Failure at CONUS Base Until Repair at Depot in Months	1.9
DRCT(2)	- Time from Failure at Pacific Base Until Repair at Depot in Months	1.9
DRCT(3)	- Time from Failure at Europe Base Until Repair at Depot in Months	1.9
OST(1)	- Order and Shipping Time from CONUS Base to Depot in Months	.394
OST(2)	- Order and Shipping Time from Pacific Base to Depot in Months	0.525
OST(3)	- Order and Shipping Time from Europe Base to Depot in Months	0.526
OSTC	- Order and Shipping Time from a Satellite Base to its CIMF Base in Months	0.250

UNIT COST FACTORS (FY82 dollars)

ACPP	- Average Acquisition Cost per Page for Technical Order Negatives	400.00
CFG(1)	- Cost of Fuel in \$ per Gallon at CONUS Bases	0.00
CFG(2)	- Cost of Fuel in \$ per Gallon at Pacific Bases	0.00
CFG(3)	- Cost of Fuel in \$ per Gallon at Europe Bases	0.00
CPD2	- Cost per Class per Day for Type 2 Training	1100.00
CPPC	- Cost of Packing and Shipping from a Satellite Base to its CIMF Base in \$ per Net Weight Pound	.914
CPPD(1)	- Cost of Packing and Shipping from CONUS Base to Depot in \$ per Net Weight Pound	.914
CPPD(2)	- Cost of Packing and Shipping from Pacific Base to Depot in \$ per Net Weight Pound	1.140
CPPD(3)	- Cost of Packing and Shipping from Europe Base to Depot in \$ per Net Weight Pound	1.140
IMC	- Initial Depot Inventory Management Cost per New Part in \$	1400.00
RCPP	- Tech. Order Reproduction Cost per Copy per Page	0.01
RMC	- Recurring Depot Inventory Management Cost per New Part in \$ per Year	150.00

Table 6-3 (continued)

## UNIT COST FACTORS (continued)

SA	- Base-Level Inventory Management Cost per New Part in \$ per Year	8.
UCPP	- Annual Technical Order Upkeep Cost per Page	70.00

MISCELLANEOUS FACTORS

BF	- Coefficient in Sparing Function	1.65
BIRD	- Fraction of Base-Repair-Intended Failures that are Actually Repaired at the Depot	0.05
MUSE	- Minimum Fractional Utilization for Sensitivity Calculations on Support Equipment Costs	0.50
NRUC	- Number of Years of Replacement Spares to be Procured under the Production Contract	1.0
PIUP	- Number of System Operating Years	15.
QTYP1	- Number of Trainees for Type 1 Training	20
QTYP2B	- Initial Number of Base Trainees for Type 2 Training	200
QTYP2D	- Initial Number of Depot Trainees for Type 2 Training	50
SPC2	- Maximum Number of Students per Type 2 Training Class	12
TYP2TF	- Ratio of Type 2 Training Time to Type 1 Training Time for Same Material	1.5
XFPR	- False Pull Rate Sensitivity Multiplier Factor	1.00
XFR	- Failure Rate Sensitivity Multiplier Factor	1.00
XMIL	- Mod/I Labor Hours Sensitivity Multiplier Factor	1.00
XUC	- Unit Cost Sensitivity Multiplier Factor	1.00
KFAC(1)	- Failure Rate Experience Factor for Airborne Fighter Environment	1.70
KFAC(2)	- Failure Rate Experience Factor for Airborne Cargo Environment	1.14
KFAC(3)	- Failure Rate Experience Factor for Ground Fixed/Transportable Environment	1.10
KFAC(4)	- Failure Rate Experience Factor for Ground Mobile/Manpack Environment	1.10
MRF	- Average Manhours per Failure to Complete Off-Equipment Maintenance Records	0.24
MRO	- Average Manhours per Failure to Complete On-Equipment Maintenance Records	0.08
SR	- Average Manhours per Failure to Complete Supply Transaction Records	0.24
TR	- Average Manhours per Failure to Complete Transportation Transaction Forms	0.16

### 6.3.3 Air Force Values for Data File 2 - Base Configuration Data

Base configuration data are shown in Table 6-4. Also shown in Table 6-4 is the logistics configuration for CIMFs, including the satellite bases (SAT) associated with each CIMF. Bases are either located in the continental United States (CONUS) or in the Pacific or European theaters. The bases or sites that are described in Data File 2 are of two types: airbases, where aircraft are deployed, and ground bases. Where a base supports both aircraft and ground terminals, the base is designated as an airbase.

### 6.3.4 Air Force Values for Data File 3 - Platform Operation Data

Data File 3 defines operating characteristics for each host platform grouping, which is identified by the index NP. Of the ten parameters listed, three depend upon base location LO(NS) as well as upon platform type. The parameters for Data File 3 are given in Table 6-5.

Data File 3 is constructed using three platform groupings:

- (1) EC-135 Airborne Command Posts
- (2) E-4B Airborne Command Posts
- (3) Fixed Ground Command Posts (GNDGPs)

### 6.3.5 Air Force Values for Data File 4 - Platform Terminal Data and Non-Recurring MOD/I Data

Air Force parameters in Data File 4 define for each platform type NP, first, the average number of prime mission equipment terminals to be installed; second, two parameters characterizing the MOD/I diversity and the fraction of installations to be made in each installation mode M; and third, a parameter relating to drag/fuel consumption calculations (for airborne platforms only). This parameter, K(NP), is set to zero because the Added Fuel Consumption portion of the Operations Cost element is not used in this version of the ATU LCC Model. Parameter values are given in Table 6-6.

It should be noted that the quantity NTRMP(NP), in the second column of Data File 4, represents the number of terminals per platform group. This value will be set to 1.0 in this version of the Model because the concept of terminals is not used.

Table 6-4

Values for Air Force Inputs to Data File 2,  
Base Configuration Data

Base Index (NS)	Base Name* (BNOUN)	Number of Bases (TNB)	Location (LO)	Base Type (BTYP)	Next Higher Base (NHB)	Size of SAT Group (NBC)	Air or Ground Base** (BPLAT)
1	CIMF Europe	1	3	2	0	0	1
2	Airborne IND Pacific	1	2	1	0	0	1
3	CIMF Pacific	1	2	2	0	0	2
4	Ground SAT CONUS	2	1	3	4	2	2
5	CIMF CONUS	3	1	2	0	0	1
6	Airborne IND CONUS	2	1	1	0	0	1
7	Ground IND CONUS	2	1	1	0	0	2

---

\*SAT = Satellite Base  
IND = Independent Base  
CIMF = Centralized Intermediate Maintenance Facility

\*\*Any base which has both airborne and ground platforms is arbitrarily designated as an air base. Also, because most CIMFs service both air and ground satellite bases, all CIMFs are arbitrarily designated as air bases.

Table 6-5

Values for Air Force Inputs to Data File 3,  
Platform Operation Data

Platform Index (NP)	Platform Name (PNOUN)	Environment (LE)	Operating Hours In		
			CONUS	PACIF (APFH)	EUROPE
1	EC-135 ABNCP	2	72	72	72
2	E-4B ABNCP	2	192	192	192
3	FIXED GND CP	3	730	730	730

Platform Index (NP)	Missions Per Month			Utilization Factor (TFAC)	Thrust in Pounds (THRS)	Gallons Per Oper. Hour (FGH)
	CONUS	PACIF	EUROPE			
	(AMPM)					
1	10.0	10.0	10.0	1.20	0	0
2	25.0	25.0	25.0	2.92	0	0
3	1.0	1.0	1.0	1.00	0	0

Table 6-6

Values for Air Force Inputs to Data File 4,  
Platform Terminal Data and Non-Recurring Mod/Installation Data

<u>Platform Index</u> (NP)	<u>No. PME Terminals</u> (NTRMP)	<u>Platform Diversion</u> (PDIV)	<u>FRACTION MODS IN</u>			<u>Thrust Fuel Consumption Factor</u> (K)
			<u>PROD</u>	<u>FIELD</u> (FR)	<u>DEPOT</u>	
1	1.0	1.0	0.0	0.0	1.0	0.0
2	1.0	1.0	0.0	0.0	1.0	0.0
3	1.0	1.0	0.0	1.0	0.0	0.0

The MOD/I platform diversity factor PDIV(NP) is a measure of the number of different platforms included in a type grouping. For aircraft platforms this is the number of different aircraft types included in the grouping. For surface platforms, the number of different kinds of units is stated.

#### 6.3.6 Air Force Values for Data File 5 - Platform Recurring MOD/I Data

In Data File 5 Air Force parameters are provided for the fixed element of recurring MOD/I costs. These parameters are values of MIFIX(M,NP) for different installation/modes M and different platform groupings NP. MIFIX represents the cost of platform preparation for MOD/I, and the subsequent platform restoration necessary to return the platform to the operational inventory. Values of MIFIX are given in Table 6-7. Note that MIFIX is shown as non-zero only for those modes of retrofit defined by FR(M,NP).

#### 6.3.7 Air Force Values for Data File 6 - Platform Deployment at Bases

Data File 6 contains a platform population or deployment matrix NPLT(NP,NS), defining for each platform type NP, the average number of individual platforms per individual base in each base grouping, identified by the index NS. Table 6-8 gives the deployment.

### 6.4 Contractor Inputs

In this section, instructions for preparing and entering contractor inputs to the LCC Model are provided.

#### 6.4.1 Introduction

The input parameters designated as contractor inputs shall be established in accordance with the ground rules and instructions given below.

Table 6-7

Values for Air Force Inputs to Data File 5,  
Platform Recurring Mod/Installation Data  
(FY82 dollars)

Platform Index (NP)	FIXED MOD/I COST		
	PROD	FIELD (MIFIX)	DEPOT
1	0	0	410,000
2	0	0	2,600,000
3	0	80,000	0



Table 6-8

Values for Air Force Inputs to Data File 6,  
Average Platform Deployment Quantities by Base Type (NPLT(NP,NS))

Platform Index (NP) and Name (PNOUN)	<u>Base Index (NS)</u>						
	1	2	3	4	5	6	7
1 EC-135 ABNCP	4.0	3.0	-	-	4.33	2.5	-
2 E-4B ABNCP	-	-	-	-	2.0	-	-
3 GNDGP	-	-	1.0	1.0	0.66	0.5	1.0

Contractor inputs are required for twelve of the input files defined in Section 6.1. These files are:

- (1) System-Wide Scalar Parameters
- (2) Base Configuration
- (3) Platform Operation Data
- (4) Platform Terminal Data and Non-Recurring MOD/I Data
- (5) Platform Recurring MOD/I Data
- (7) Support Equipment Data
- (8A) ITEM Equipment Data
- (8B) LRU/SRU Cross-Reference Data
- (9A) ITEM Maintenance Data
- (9B) ITEM Technical Order and Training Data
- (10) ITEM/Support Equipment Cross Reference
- (11A) ITEM Configurations on Platforms
- (11B) LRU Configurations on Platforms

Note that either Data File 11A or 11B is entered, depending on whether the Preprocessor is used. The generation of data for each of these files is discussed in turn.

#### 6.4.2 Contractor Inputs to Data File 1 - System-Wide Scalar Parameters

Contractor inputs to Data File 1 relate mostly to Training and Technical Orders. Instructions for establishing these parameters are as follows:

- BDATA - Number of additional (beyond those intended for depot use only) distinct pages of system level (not ITEM or support equipment specific) TOs written for base level maintenance.
- CPD1 - Cost per class per day for type 1 training.
- DDATA - Number of distinct pages of system level (not ITEM or support equipment specific) TOs intended for depot maintenance only.
- FSEDC - The total cost of FSED for The ATU Terminal Segment Program. (This should be the estimated cost at completion for FSED submitted with the RFP. Subsequent LCC submissions should reflect cost at completion as reported on the most recent Cost Performance Reports.)
- HPD1 - Number of inclass hours per day for a type 1 training class.

- R - Global repair strategy indicator.
- SPC1 - Maximum number of students per type 1 training class.
- TEFM - Cost in dollars of equipment, facilities, and manuals required for all training and not accounted for by any other Cost Element of the Model. (Type 2 training facilities should not be included.)

#### 6.4.3 Contractor Inputs to Data File 2 - Base Configuration Data

The only contractor input to Data File 2 is BSP(NS), which defines the support equipment available at each base:

- BSP(NS) - The base level support philosophy at base NS, equals
  - 1, if PSE and CSE only are used
  - 2, if an MBS plus additional CSE is used
  - 3, if a UCT plus additional CSE is used.

#### 6.4.4 Contractor Inputs to Data File 3 - Platform Operation Data

The two contractor inputs to Data File 3 are MMPM(NP) and MMPD(NP,LO(NS)).

These variables are not used in this version of the ATU LCC Model, but may be implemented at some future date. Therefore, each of the values of MMPM(NP) and MMPD(NP,LO(NS)) must be set to zero.

#### 6.4.5 Contractor Inputs to Data File 4 - Platform Terminal Data and Non-Recurring MOD/I Data

There are two types of contractor inputs to Data File 4, namely: platform terminal data and non-recurring MOD/I data. There are also Air Force inputs to Data File 4.

Contractor data inputs of Platform Terminal Data for each platform type NP shall be generated in accordance with the following ground rules:

- INTNR(NP) - Contractor production costs not accounted for elsewhere by platform type NP, including systems test and engineering, system/project management, data (except technical orders), and industrial facilities. (Contractor input in Data File 4)
- INTR(NP) - Per terminal recurring integration cost associated with the integration of terminals in platform type NP.

NAE(NP) - Number of new antenna/radome elements that must be installed on platform NP.

DRAG(NP) - Average drag per added antenna element (in pounds) for platform type NP.

In calculating the contractor production costs, INTNR(NP), the contractor shall include the cost elements listed in Table 6-9, which are defined based on MIL-STD-881A.

The ATU contractor will deliver LRUs and not terminals to the Air Force. Therefore, the terminal integration costs INTR(NP) should be set to zero for all terminal types NP.

The quantities NAE(NP), number of added antenna elements, and DRAG(NP), the drag created by antenna elements, apply to airborne platforms only and are used in the Model equations only to estimate the added drag that any added antennas will produce, and the resulting added fuel consumption that will be necessary. This cost elements is not used in this version of the ATU LCC Model, since no new antenna elements are included in the ATU program.

Therefore, DRAG(NP) and NAE(NP) should be set to zero for all platform types.

Contractor data inputs associated with Non-Recurring MOD/I costs are described below.

NRMI(NP) - Total cost of non-recurring MOD/I for the installation of ATU terminal equipment into platform type NP.

Five non-recurring MOD/I cost elements are associated with each platform grouping NP and included in NRMI(NP). These are costs for: Engineering, Prototype Group A-Kits for Test, Testing, Proofing, and Data. These five elements are defined below:

- 1) Engineering: Engineering effort required to design, develop, integrate, test and qualify the installation of a terminal or set of terminals as specified for the platform.
- 2) Kits for Prototyping: Cost of one prototype group A-Kit plus cost of man-hours to install kit. Cost of prototype installation is usually higher than normal installation.
- 3) Testing: Cost of testing divided into two subfunctions: ground testing and flight testing. Ground test includes

Table 6-9

Cost Elements to be Included in Production Cost Element Calculations

CONTRACTOR PRODUCTION COSTS BY PLATFORM TYPE\* (INTNR(NP))

System Test and Evaluation

Development Test and Evaluation

Operational Test and Evaluation

Mockups

Test and Evaluation Support

Test Facilities

System/Project Management

System Engineering

Project Management

Data

Technical Publications\*\*

Engineering Data

Management Data

Support Data

Data Depository

Industrial Facilities

Construction/conversion/expansion

Equipment acquisition or modernization

Maintenance

G&A costs related to the above elements

Fee or Profit related to the above elements

HARDWARE PRODUCTION COSTS (UP(I))

First unit hardware cost of each ITEM in production

G&A costs related to hardware production

Fee or Profit related to the two above elements

\* Refer to MIL-STD-881A for the definitions of the terms used below.

\*\* Exclude the Technical Order costs from this item.

cost of equipment and cost of personnel, figured as man-hours for ground support personnel and for engineering times cost per man-hour. Flight test includes cost of aircraft operation engineers man-hours plus the cost of flight and support personnel man-hours.

- 4) Proofing: Cost of one production group A-Kit plus cost of engineering man-hours to install and approve or revise the installation design and procedures.
- 5) Data: This is the cost for updating manuals, printing of manuals, preparing and printing of TCTO. This may be calculated as number of pages times cost per pages.

#### 6.4.6 Contractor Inputs to Data File 5 - Platform Recurring MOD/I Data

Contractor inputs to Data File 5 define the recurring acquisition cost of A-Kits in dollars, and the number of recurring labor hours to modify platforms and install ATU terminals. The cost of A-Kits,  $AKIT(IA, NP)$ , is classified by installation area IA and by platform type NP. The MOD/I labor hours  $MIMH(IA, M, NP)$  depends upon mode of installation M as well as upon installation area and platform type. Both airborne and ground-based platforms are involved. Note that  $AKIT(IA, NP)$  and  $MIMH(IA, M, NP)$  both refer to the complete complement of equipment installed on a platform, which may include only one terminal, or may include two or more terminals. The definitions of the variables and indices follow.

$AKIT(IA, NP)$  = The items, parts or components to be permanently or semi-permanently installed in a configuration item to support, secure, interconnect or accommodate the prime mission equipment included in a modification (A-Kits). Note that for purposes of this analysis this cost is broken up into separate costs for each major subsystem or installation area IA included in the installation.

The cost of A-Kits is to be estimated separately for each of the four installation subsystems. The first three subsystems primarily involve mounting brackets, however the wiring subsystem includes the cost of the cabling to be installed. B-Kit costs are estimated elsewhere as PME; cabling, however, is not included in PME.

$MIMH(IA, M, NP)$  = The man-hours, by installation area and mode of installation, associated with the actual work content of the MOD/I itself. These man-hours are directly affected by the installation design and comprise the

performance of the tasks that would be identified in TCTO procedures. These tasks are grouped into seven work categories defined below:

- o Equipment Removal (Temporary) - In order to gain access to the affected areas and systems of the platform, it may be necessary to temporarily remove items such as panels, doors, floor boards, seats, tubing, wire barriers, clamps, brackets and electronic equipment that are obstructing the modification work area of the platform. Also included is the removal of these items for relocation on the platform.
- o Equipment Removal (Permanent) - This task includes permanent removal of electronics, mechanical equipment, brackets, cabling, clamps, fittings, controls and other items that are part of a system that is being replaced or modified for retrofit of a new one. These items will be discarded or recycled.
- o Structure Modification - Any alterations to the basic mechanical framework and housing of the platform such as the airframe, bulkheads, stringers and skins in the case of an aircraft. Work in this category includes layout and cutting/drilling of holes and openings; reinforcement with doublers; enlargement of holes; cut-outs; creation of new recesses; removal of identification, instructions, nameplates; filling of openings, holes, cavities; bending, cutting, welding, riveting new structural members to frameworks; smoothing, refinishing, resealing, repainting, etc.
- o Facilities/System Modifications - This group is concerned with changes to heating, lighting, cooling, power, oxygen, pneumatic, hydraulic and other facilities made necessary to accommodate the ATU system. It includes cutting, drilling, bending, clamping and rerouting cables, tubing, ducts and pipes. Also, the relocation and mounting of motors, fans, compressors, pumps and other facilities equipment.
- o Equipment Installation - The assembly and mounting of the ATU system and supporting equipment in the platform. Installation includes fixing the R-Kit prime mission equipment in position for mission operation and installing its interconnecting A-Kit brackets, clips, etc.
- o Original Equipment Reinstallations - The replacement of items such as panels, doors, floorboards, seats, tubing,

electronic equipment, and wire harnesses that were temporarily removed to gain access to the modification work area or for relocation on the platform.

- o System Operational Check-out - This task includes a functional check on both the new system and any system that was disturbed during the installation.

ATU installation areas, identified by index IA, are defined below:

- IA = 1: Antenna Subsystem - Consists of both new and/or modified antenna elements and any electronic boxes directly associated with them. Installation consists of mounting the new elements and any electronic boxes, connecting all electrical connections and performing any required inspection tasks.
- IA = 2: Electronics Subsystem - Consists of the major electronic boxes comprising the installed system. Installation consists of mounting all new boxes, removal and replacement of any modified boxes and completing electrical connections. A complete system check out upon completion of the installation is also included as a task.
- IA = 3: Control Subsystem - Consists of the separate radio/system control boxes. Installation consists of removal and replacement of existing control panels or integration of a new panel.
- IA = 4: Cable/Wiring Subsystem - Consists of all inter-connecting cabling between and among the other main subsystems. Installation of the other subsystems implies merely making connections to cabling installed separately as a part of this subsystem.

ATU Installation modes, identified by index M, are defined below:

- M = 1: Installation during manufacture of the host platform.
- M = 2: Retrofit installation in the field by a depot team.
- M = 3: Retrofit installation in the depot.

During the production phase, the contractors shall deal only with the second and third installation mode. (Data in Table 6-6 define installation modes by platform.)



#### 6.4.7 Contractor Inputs to Data File 7 - Support Equipment Data

Data File 7 defines types, and unit costs for CSE and PSE that the contractor determines will be needed for ATU. Quantities of SE required for test and repair of each ITEM are defined later in Data File 10. Total numbers of units of SE that will be needed for all ATU equipment worldwide are calculated by the appropriate equations in the LCC Model.

The contractor shall determine what items of CSE and of PSE will be necessary for test and repair of operational ATU equipment. These include three types of equipment: common equipment available at a base or depot, common equipment that will have to be procured, and peculiar equipment.

It is assumed that most SE procured for the ATU Program will be PSE, since the entire AFSATECOM supply of SE is available. If any existing SE will be modified for ATU, then such equipment should be included. However, the only costs which should be included are those for the modification.

Once the SE items have been defined, they should be classified into sets of items with similar usage patterns, identified by the index L. Any classification that allows convenient definition of the ITEM/SE Cross Reference Table (see Data File 10, below) is acceptable.

For each SE item set identified by a value of the Index L, the contractor shall provide the following data elements:

SENOUN(L) - Name assigned to SE type L (up to 20 characters).

SENUM(L) - Part number for SE type L (up to 12 characters).

SETYPE(L) - Type indicator for SE type L, equals  
1, if this piece of SE is common and available on site;  
2, if this piece of SE is common but must be procured for ATU use;  
3, if this piece of SE is peculiar.

CSE(L) - estimated acquisition cost (1962 dollars) for one set of SE type L. This should include a pro rata portion of development cost if SE type L is PSE. It should also include a pro rata portion of the cost of any new programming required if it is programmable SE.

MSE(L) - ratio of the annual cost (1982 dollars) of maintaining the SE of type L to CSE(L).

DATAS(L) - Number of additional distinct pages of TOS required for use of SE type L and not including any documentation which may be included in the unit cost of SE type L.

SEDEV(L) - Development cost in dollars for SE type L. This should include a pro rata share of the development if the SE is used by more than one ITEM. Note that UCT software development is entered as UCTDEV(1) in Data File 9B.

#### 6.4.8 Contractor Inputs to Data File 8A - ITEM Equipment Data

Data File 8A defines the logistic configuration for all ITEMS I in the ATU. It also defines ITEM unit cost, unit weight and other parameters.

An ITEM may be completely contractor furnished, or may be a unit of GFE which has been modified for incorporation into the ATU. The contractor is responsible for determining what different LRUs are necessary to realize the ATU system on all platforms at all bases, and how these LRUs should be broken down into SRUs. All such LRUs and SRUs are combined into a single ITEM list, identified by an index I.

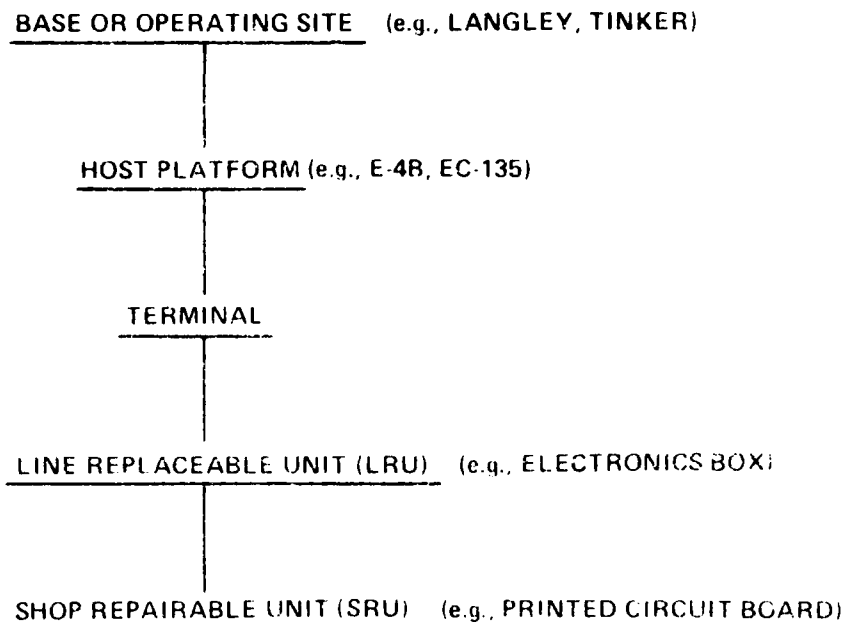
Figure 6-1 shows the logistic hierarchy which Data File 8A represents. Data elements used in Data File 8A to represent this structure are given below:

INOUN(I) - Name assigned to ITEM type I (up to 24 characters)

PTNUM(I) - Part number assigned to ITEM I (up to 12 characters)

LRU(I) - Index denoting LRUs and SRUs, equals 1 if ITEM I is an LRU, 0 if it is a SRU.

NHI(I) - The index for the next higher ITEM above ITEM I in the logistic hierarchy. NHI(I) = 0 if ITEM I is an LRU. If an SRU is a component of more than one type of LRU, the index of the most numerous LRU shall be used.



NOTES: DATA FILE 6 DEFINES PLATFORMS AT BASES  
DATA FILE 4 DEFINES TERMINALS PER PLATFORMS  
DATA FILE 11 DEFINES ITEMS PER PLATFORM  
LRUs AND SRUs ARE COLLECTIVELY CALLED ITEMS.

1A-59-132

Figure 6-1. LOGISTIC STRUCTURE FOR ATU TERMINAL EQUIPMENT

- GFE(I) - Index denoting GFE items, equals 1 if ITEM I is unmodified GFE, 2 if ITEM I is modified GFE, 3 if ITEM is not GFE.
- INTEG(I) - This variable is not used in this version of the ATU LCC Model. Therefore, INTEG(I) should be set to zero for all I.

In addition to these parameters defining the logistic structure within ATU, there are four parameters defining ITEM characteristics.

These are:

- LFAC(I) - Learning curve rate for Item type I. (e.g., LFAC(I) = 0.95 implies a 95% learning curve for ITEM type I). All learning assumptions must be justified by the contractor.
- UP(I) - Unit Production cost (1982 dollars) of ITEM I. This includes only the first unit cost for ITEM type I. This should not include any other production costs, and should reflect the cost of buying a single spare LRU. It should be noted that the sum of the costs of the separate SRU ITEMS making up an LRU should equal the cost of the LRU, except for additional assembly and testing required at the higher assembly level.
- WT(I) - This is the net weight of ITEM I.
- PA(I) - This is the estimated number of new piece parts introduced into the Air Force inventory by the introduction of ITEM I into the ATU (note remarks in Section 2.4.9 on preventing multiple counting.)
- RM(I) - This is the repair materials factor, which equals the fraction of UP(I) that is consumed (in piece parts below the item indenture level) in the repair of ITEM of type I. (Note remark (1) in Section 2.4.6.)

GFE is handled in a special manner. Any GFE incorporated into an ATU terminal should be entered in Data File 8A. Unit Production cost, UP(I), for unmodified GFE ITEMS should be set to zero. If a piece of GFE must be modified for incorporation into the ATU, the cost of modification only is considered to be a part of production

cost. All maintenance parameters for GFE ITEMS, such as MTBML and MTTR, should reflect the ITEM as it will appear in the ATU system.

#### 6.4.9 Contractor Inputs to Data File 8B - LRU/SRU Cross Reference Data

The data in Data File 8B are not utilized in the main LCC run, but are utilized in the Preprocessor and RLA programs. Data File 8B defines, in "pointer matrix" form, what SRUs make up each LRU. In order to show this relationship, the file utilizes an LRU index IL. It also utilizes a sequential index K to identify the several SRUs contained in each LRU. The following variables are involved:

NDS(IL) - This is the number of distinct SRUs that are contained in LRU type IL (up to 30).

ISRU(IL,K) - This is the index I of the Kth type of SRU contained in an LRU of type IL.

QPA(IL,K) - This is the number of SRUs of type ISRU(IL,K) that are contained in one LRU of type IL.

#### 6.4.10 Contractor Inputs to File 9A - ITEM Maintenance Data

The data for Data File 9A, ITEM Maintenance Data, is completely furnished by the contractor. It involves three sets of data elements for each ITEM, namely: mean time between maintenance incidents (MTBML) for each of four operating environments, five different parameters defining relative frequencies of different types of maintenance actions, five parameters defining man-hours (or in one case cost) for different maintenance actions, and a repair level code.

MTBML(I,LE(NP)) - This is the mean time between maintenance incidents (MTBML) for each ITEM I in each applicable operating environment. Values shall be computed in accordance with the procedures of MIL-HANDBOOK-217C, and the environmental conditions specified in the next paragraph. In computing MTBML, the contractor shall utilize a completely serial system reliability block diagram. All items of equipment in an ATU terminal shall be assumed to operate continuously during the period when the terminal is turned on.

The environmental conditions that shall be assumed for operation of ATU equipment are shown below.

LE(NP) - index for platform operating environment:

- LE=1: Not used
- LE=2: All Airborne Platforms
- LE=3: All around platforms

It should be noted that the Model computes failure rates per ITEM per month (in section 2.3.1) using the expression:

$$[APFH(NP, LO(NS)) * TFAC(NP) / MTBMI(1, LE(NP))] * KFAC(LE(NP))$$

The first two factors determine total terminal operating hours per month. The expression in brackets gives the "intrinsic" failure rate per month. The factor KFAC(LE(NP)) is then used to convert the intrinsic failure rate to the "operational" failure rate that may be expected in field operation. KFAC(LE(NP)) is an Air Force input in Data File 1. Note that KFAC is used to adjust failure rates for differences between the two airborne environments and between the two ground environments, as well as to account for mishandling, breakage, and other hazards of the actual operational environment.

Contractor inputs concerning relative frequencies of maintenance actions for each ITEM I are:

- FPR(I) - False pull rate for ITEM type I, i.e., the ratio of removals that are false pulls to those that are verified failures.
- RIP(I) - The fraction of maintenance actions that are accomplished by repair-in-place with piece parts.
- RTS(I) - The fraction of removed failures assigned to repair at base shop.
- NRTS(I) - The fraction of removed failures assigned to repair at depot.
- COND(I) - The fraction of (removed) failures which are condemned, due to normal wear-out. (The LCC Model will automatically adjust the COND(I) fraction if ITEM type I is occasionally discarded because its next higher assembly has worn out or is a discard-on-failure assembly.)

The "maintenance actions" associated with the MTBMI are repair-in-place actions plus removals that test out as failures. Such removed failures are then allocated to further maintenance actions in accordance with RTS, NRTS and COND. The contractor shall determine the relative frequency parameters in accordance with a documented logistic approach that is in conformity with Air Force guidance.

Note that: 1) maintenance actions performed on SRUs must be consistent with those on the LRUs in which they reside, and 2) the value of  $RIP(IL)$  must be in the range  $0 \leq RIP(IL) < 1$  for all LRU ITEMS of type IL. The logistics values computed by the Model are incorrect for ITEMS which are maintained entirely by repair-in-place ( $RIP(IL)=1$ ).

Contractor inputs concerning man-hours or cost for various maintenance actions for each ITEM 1 are:

RMH(1) - The average manhours to remove and replace an LRU ITEM (applicable only to LRUs).

BCMh(1) - The average manhours to perform base shop bench check.

BMH(1) - The average manhours to perform base-level corrective maintenance.

DMH(1) - The average manhours to perform depot level repair, including bench check.

IPCF(1) - The average cost per failure of repair-in-place actions, including cost of replacement parts and labor.

Contractor calculations of these parameters shall be in accordance with the applicable provisions of MIL-Handbook-472.

Finally, Data File 9A contains a repair level code, defined below:

RL(I) - Repair level code for ITEM type I;

- = 0 if initially input RTS (I), NRTS(I), and COND(I) values are to be used;
- = 1 if RTS(I), NRTS(I), and COND(I) are to be internally calculated to represent base repair of ITEM I;
- = 2 if RTS(I), NRTS(I), and COND(I) are to be internally calculated to represent depot repair of ITEM I;
- = 3 if RTS(I), NRTS(I), and COND(I) are to be internally calculated to represent discard-on-failure of ITEM I.

The variable RL(I) provides a short-cut method for the input of maintenance strategy. Non-zero values of RL(I) cause the overriding of the previously input RTS(I), NRTS(I), and COND(I) values.

#### 6.4.11 Contractor Inputs to Data File 9B - ITEM Technical Order and Training Data

This file contains contractor inputs defining Technical Order and Training characteristics and UCT software development costs of individual ITEMS I. Four parameters are involved, and are defined below:

DATAB(I) - Number of additional distinct pages of technical orders required for base repair of ITEM type I.

DATAD(I) - Number of additional distinct pages of technical orders required for repair of ITEM type I and written for depot use only.

TIME1(I) - The number of additional hours of type 1 training added for ITEM type I.

UCTDEV(I) - Software development cost for an Item type I to be served by the UCT.

The UCT software development cost may be a function of the level of service (i.e. check-out or check-out and repair) that the UCT performs on an ITEM of type I. That is, software for check-out alone can be expected to be less costly than that for check-out and repair. Therefore the contractor must be sure to enter the correct UCTDEV(I) when studying different repair options.



#### 6.4.12 Contractor Inputs to Data File 10 - ITEM/SE Cross Reference Data

This file, containing only contractor furnished data, defines what types (Index L) and numbers of units of SE must be utilized in the test and repair of an ITEM I in repair mode IRM. IRM takes on four values, 1 - depot repair, 2 - base level repair by CSE and PSE only, 3 - base level repair by an MBS and additional PSE, 4- base level repair by a UCT and additional SE. Data File 10 deals with the types or sets of SE defined by Data File 7, and the types of ITEMS defined by Data Files 8A and 9A.

Basically, Data File 10 is used to input the matrix variables  $A(I,IRM,L)$  and  $SECODE(I,IRM,L)$  which are used in the LCC Model equations presented in Sections 2 and 3.  $A(I,IRM,L)$  represents the number of copies of SE type L required in each repair or bench-check of an ITEM of type I for every applicable repair mode IRM.  $SECODE(I,IRM,L)$  indicates the type of maintenance (repair, bench-check, or both) of ITEMS of type I for which SE type L is required. However, these two matrices are combined into one which must be input in "pointer form" in Data File 10.

Five variables are involved as described below:

$NRM(I)$  - number of different repair modes which can be used in the check-out and/or check-out and repair of ITEM type I (from 1 to 4).

$NJA(I,IRM)$  - number of different SE types (i.e., different values of L) required in the repair of ITEM I in repair mode IRM (up to 3).

$QSA(I,IRM,K)$  - For support equipment type  $A(I,IRM,K)$ , this is a 3 digit whole number. The hundreds digit of  $QSA(I,IRM,K)$  is the value of  $SECODE(I,A(I,IRM,K),K)$ . The units digit of  $QSA(I,IRM,K)$  is the number of pieces of SE of type  $A(I,IRM,K)$  required for performance of one maintenance action on one ITEM of type I in repair mode IRM.

$A(I,IRM,L)$  - Quantity of pieces of the Lth equipment type required for maintenance of ITEM type I in repair mode IRM.

SECODE(I,IRM,L) - Requirement indicator for support equipment type L with respect to ITEM type I when repair mode IRM exists, equals

- 0, if SE type L is not required for any maintenance of ITEM type I;
- 1, if SE type L is required for base or depot repair but not base level bench check of ITEM type I;
- 2, if SE type L is required for both base or depot repair and base level bench check of ITEM type I;
- 3, if SE type L is required for base level bench check but not for base or depot repair of ITEM type I.

The specific instructions given in Section 7.3.10 should be carefully followed so as to avoid confusion when inputting this file.

6.4.13 Contractor Inputs to Data File 11A - ITEM Configuration on Platforms

Data File 11A contains only contractor inputs. It defines for each Platform type NP, the average number, NITEM(I,NP), of each ITEM type I that is to be installed. This is due to the fact that the concept of terminals is not incorporated into this version of the ATU LCC Model.

It should be noted that the Model equations determine the total number of installed ITEMS of type I, world-wide, by the following calculation:

$$\sum_{NP} \sum_{NS} NITEM(I,NP) * NPLT(NP,NS) * TNB(NS)$$

The contractor should note that all LRUs and all SRUs are contained in Data File 11A. Values of NITEM(I,NP) must be consistent with the logistic hierarchy defined by the ITEM Equipment Data in Data File 8A. Thus if a particular platform type contains only 3 LRUs of a certain type, each composed of one each of the same set of 4 different SRUs, NITEM will contain both the three LRU population and all four of the SRU populations. The logistic equations in the LCC Model are constructed so that there is never any "double-counting" in computing failures, spares, and other logistic variables.

As an aid to constructing this data file, a Preprocessor has been designed and included in this LCC Model package. Section 5 contains a discussion of the operation of the preprocessor. Basically, a smaller file of LRU ITEMS in Platforms is entered, and the Preprocessor uses this file and Data File 8B to generate Data File 11A. This smaller LRU ITEMS in Platforms file is Data File 11B, and is described in the following section.

Every ITEM listed in Data File 8A is assumed to be deployed. This means that even if  $NITEM(I, NP) = 0$  for all NP for a particular ITEM type I the Model will allocate certain types of costs (such as technical orders) to that ITEM. If the user wants none of these costs allocated, then he must set  $DATAB(I) = 0$ ,  $DATAD(I) = 0$ ,  $TIME1(I) = 0$ , and  $UCTDEV(I) = 0$  for that ITEM. This will effectively remove ITEM type I from the system. Otherwise, to remove an ITEM from the system, the user must remove it from Data Files 8A, 9A, 9B, 10, and 11A.

#### 6.4.14 Contractor Inputs to Data File 11B - LRU Configuration on Platforms

Data File 11B contains only contractor inputs, and defines for each Platform type NP the average number  $NITEM(IL, NP)$  of each LRU ITEM type IL to be installed. This Data File is not a direct input to the LCC Model. It is an input to the Preprocessor, which will use Data Files 11B and 8B to create Data File 11A. Since Data File 11B is much smaller than Data File 11A, this is seen as an aid to the users of the LCC Model.

The Preprocessor is designed to assist the contractor in creating Data File 11A. Once an LRU-in-Platform matrix is created (in Data File 11B), the "rest of the file", namely the SRUs, are "added on" and placed in a new file as input to the LCC Model (Data File 11A). During design trade-offs, then, if a number of LRUs are added or removed from certain platforms, this can be noted in the LRU-in-Platform matrix and the Preprocessor will automatically incorporate these changes and the changes in SRUs included in each terminal. See Section 5.2 for details of the operation and functions of the preprocessor.

## SECTION 7

### OPERATING PROCEDURES

#### 7.1 Introduction

This section provides all the technical details necessary for the user to implement the ATU LCC Model on his computer system. Section 7.2 identifies all input and output device channel numbers which are referred to in the FORTRAN code of the LCC Model (both the LCC Program and the RLA Program). Section 7.3 describes the exact formatting and field column allocation that is required in each of the fourteen data input files. Section 7.4 identifies the error messages which the LCC Program will generate in response to errors detected in either the formatting or the values of data in the input files. Section 7.5 describes the operation of the Preprocessor Program. Section 7.6 describes the operation of the LCC Program in interactive mode, including instructions on the appropriate user responses at the terminal to the sequence of computer-prompted questions which are generated by the LCC Program. Section 7.7 illustrates the steps required to convert the LCC Program to batch mode operation. Section 7.8 shows the detailed procedures for running the RLA Program in conjunction with the LCC Program. Finally, Section 7.9 gives a detailed description of the information printed by the LCC Model which includes fourteen Input Tables (basically echoing the data in the fourteen input files), seven Output Tables (presenting the estimated LCC, broken down into various cost categories), and an LCC Sensitivity Analysis Table.

There are fourteen Data Files, thirteen of which must be entered by the user, namely Data Files 1, 2, 3, 4, 5, 6, 7, 8A, 8B, 9A, 9B, 10, and 11A or 11B. The format of Data Files is described in detail in section 7.3. However, the user need only input either 11A or 11B: only Data File 11A is used by the LCC Model, and the Preprocessor can be used to generate Data File 11A from 11B.

## 7.2 Input/Output Device Channel Numbers

Table 7-1 lists the channel numbers which the user should assign to the various input/output files that are required by the LCC Program. These numbers correspond to the device designation numbers used internally by the computer program.

TABLE 7-1

### LCC Input/Output Device Channel Numbers

INPUT/OUTPUT CHANNEL NUMBER	FILE
5	User Interactive Inputs from Terminal
6	LCC Program Outputs to Terminal
7	LCC Program Outputs to Off-line Printer
11	System-Wide Scalars (Data File 1)
12	Base Configuration Data (Data File 2)
13	Platform Operation Data (Data File 3)
14	Platform Term Data & Non-Recur. MOD/I Data (Data File 4)
15	Platform Recur. MOD/I Data (Data File 5)
16	Platform Deployment at Bases (Data File 6)
17	Support Equipment Data (Data File 7)
18	ITEM Equipment Data (Data File 8A)
19	ITEM Maintenance Data (Data File 9A)
22	ITEM Technical Orders Training and UCT Development Data (Data File 9B)
20	ITEM/SE Cross Reference Data (Data File 10)
21	ITEM Configuration on Platforms (Data File 11A)
25	LRU Configuration on Platforms (Data File 11B)
23	Repair Level Analysis Save File (Data File 13)

Note: All input/output files require a record length of 80 bytes (i.e., each line on the file must be 80 bytes long), except unit 7, the off-line printer, which requires a record size of at least 133 bytes.

Table 7-2 lists the channel numbers which the user should assign to the various input/output files that are required by the RLA Program. These numbers correspond to the device designation numbers used internally by the computer program. Note that Data File 13 is assigned to have an output channel number (23) in the LCC Program and an input channel number (10) in the RLA Program. Table 7-3 lists the same data for the Preprocessor.

Table 7-2

RLA Input/Output Device Channel Numbers

Input/Output Channel Number	File
7	RLA Program Outputs to Off-line Printer
11	LRU/SRU Cross Reference Data (Data File 8B)
12	Repair Level Analysis Save File (Data File 13)
13	ITEM Maintenance Data (original Data File 9A)
14	Copy of Data File 9A with updated RL(I) values (new Data File 9A)

Table 7-3

Preprocessor Input/Output Device Channel Numbers

Input/Output Channel Number	File
6	Preprocessor Outputs to Terminal
18	ITEM Equipment Data (Data File 8A)
19	ITEM Maintenance Data (Data File 9A)
22	ITEM Technical Orders and Training Data (Data File 9B)
20	ITEM/SE Cross Reference Data (Data File 10)
21	ITEM-in-Platform Data (Data File 11A)
25	LRU-in-Platform Data (Data File 11B)
26	LRU/SRU Cross Reference Data (Data File 8B)

### 7.3 Preparation of Data Input Files

The fourteen data input files (listed in Table 6-2) contain all the information necessary to describe the design, operation, deployment, and maintenance strategies of the user's ATU concept. This information is a combination of Air Force and contractor provided data. Since the purpose of this section is only to describe how this information is to be prepared on data input files, the source, interpretation, or LCC Model utilization of any of the data input parameters is not discussed here. The reader should refer to Section 8 for a breakdown of the various data input parameters into Air Force-provided and contractor-provided. Detailed ground rules and guidelines are also presented in Section 8 for the determination of contractor-provided data inputs. In addition, definitions of all data input parameters appear in the Glossary in Appendix A.

Data Files 1 through 11B may be input from any device (e.g., punched cards, magnetic tape, disk) that the user chooses as long as the correct channel designations are used. For ease of presentation below, it is assumed that this data is being input on punched cards, but the discussion will be sufficient to indicate the correct formatting of data on any input device.

In addition, Data File 1 (on channel 11) must be input via the user's NAMELIST capability (where the data inputs can be listed in any order). Data Files 2 through 11B do not utilize the NAMELIST capability, but are instead read in record by record, where each record adheres to a fixed format and order of data elements, according to the reference type (i.e., ITEM, SE, base or platform) of the record.

Most of the information required for the preparation of Data Files 2 through 11B can be determined from the respective figures presented below. These data files are read into the LCC Model record by record. For the discussion below, it is assumed that each record corresponds to a separate punched card and a byte of input data is identified with a column on the punched card. However, important information on the number and sequence of records in each file is presented in the text.

Each of these fourteen data files is specifically discussed in the respective subsections which follow.

### 7.3.1 System-Wide Scalar Parameters - Data File 1

Data File 1 contains mostly system-wide scalar parameters and is input via a NAMELIST, entitled "MISC". The data parameters which must be input in this file are listed in Table 7-4 below, and their definitions appear in the Glossary in Appendix A.

Figure 7-1 below, gives a generalized example of a listing of Data File 1. To determine the exact formatting of NAMELIST/MISC/ that is appropriate for the computer system on which the LCC Model is being run, the user should consult his installation's FORTRAN manual.

```
(NAMELIST /MISC/ HEADER) BAA=144.0, BMF=1.5, DAA=144.0,  
...,MILR(1)=30.00, MILR(2)=30.00, MILR(3)=30.00,  
...,OSTC=0.250., (End-of-NAMELIST designator)
```

Figure 7-1. Generalized Example of Data File 1

In the above example, the NAMELIST header and end-of-NAMELIST formats must be determined by the user from his installation's FORTRAN manual. There may also be differences in the formatting of the data inputs which are internal to NAMELIST /MISC/. For example, in Figure 7-1, it may be permissible to replace "MILR(1)=30.00, MILR(2)=30.00, MILR(3)=30.00" by the equivalent formulation "MILR(1)=3\*30.00", depending on the user's NAMELIST capability. As noted, it is up to the user to determine the details of his required NAMELIST formatting.



Table 7-4

## System-Wide Scalar Parameters

<u>LABOR FACTORS</u>	<u>LABOR RATES</u>	<u>PIPELINE TIMES</u>
BAA	BLR	BRCT
BMF	DLR	CRCT
DAA	MILR(1)	DAD
DMF	MILR(2)	DRCT(1)
HPD2	MILR(3)	DRCT(2)
TORB	PAL1	DRCT(3)
TORD	PAL2B	OST(1)
	PAL2D	OST(2)
	PMLR	OST(3)
	TNLR	OSTC
	TRAV1D	
	TRAVB	
<u>UNIT COST FACTORS</u>	<u>MISCELLANEOUS</u>	<u>CONTRACTOR-PROVIDED PARAMETERS</u>
ACPP	BF	BDATA
CFG(1)	BIRD	CPD1
CFG(2)	DSC	DDATA
CFG(3)	KFAC(1)	FSEDC
CPD2	KFAC(2)	HPD1
CFPC	KFAC(3)	R
CPPD(1)	KFAC(4)	SPC1
CPPD(2)	MRF	TEFM
CPPD(3)	MRO	
INC	MUSE	
RCPP	NRUC	
RMC	PIUP	
SA	QTYP1	
UCPP	QTYP2B	
	QTYP2D	
	SPC2	
	SR	
	TR	
	TYP2TF	
	XFPR	
	XFR	
	XMIL	
	XUC	

### 7.3.2 Base Configuration Data - Data File 2

Data File 2 contains information describing the bases at which ATU equipment will be deployed. Each record (punched card) in Data File 2 should contain all data pertaining to a particular base type NS. The data input parameters which should be listed on each record of this file, together with their designated formats and column allocations are indicated in Figure 7-2. In particular, the index number of the particular base grouping (i.e., the value of NS) should appear in columns 2-3. The index numbers which appear on successive records in Data File 2 must be consecutive positive integers, starting with 1. The current maximum number of base types allowed is 10.

The input data to this file is entirely Air Force provided, hence there should be no need to make additions or deletions of records from the file. Thus "gaps" in successive base index numbers should never occur and, in fact, are not allowed.

Note that the first column of each record serves as an end-of-file designator. This column must be left blank if the record contains data inputs for a particular base type NS. The record for the last base type should be followed by a record with an asterisk "\*" in the first column and with all other columns left blank (so that it should appear as the second row in Figure 7-2). The "\*" in the first column of this otherwise blank record then designates the end of the Base Configuration Data File.

BASE INDEX (NS)	BASE NAME	TNB	TYPE	NHB	BLANK	DESCRIPTION	FORMAT	JUSTIFICATION
1						END-OF-FILE INDICATOR	ALPHA - 00000000000000000000	FI
2-3						BASE INDEX NUMBER - NS	NUMERIC - INTEGER (12)	RJ
4-19						BASE NAME	ALPHA - (10A)	FR
20-22						TNB(NS)	NUMERIC - REAL (F1.0)	10 or ED
23-24						TYPE(NS)	NUMERIC - INTEGER (12)	RJ
25-26						TYPE(ES)		
27-28						NB(NS)	NUMERIC - REAL (F1.0)	10 or ED
29-31						RELAT(NS)	NUMERIC - INTEGER (12)	RJ
32-33						RELAT(ES)		
34-35						ES(NS)		
36-60						BLANK		

# LEGEND

FI = Fixed Form  
FR = Free Form  
RJ = Right Justified  
10 = Implicit Decimal -  
Comply with Format (A)  
ED = Explicit Decimal -  
Supply Decimal

Figure 7-2. Base Configuration - Data File 2

### 7.3.3 Platform Operation Data - Data File 3

Data File 3 contains information about the operating characteristics of the various platform types (actually, platform groupings) into which ATU equipment will be installed. Each record (punched card) in Data File 3 should contain all data pertaining to a particular platform type NP. The data input parameters which should be listed on each record of this file, together with their designated formats and column allocations are indicated in Figure 7-3. In particular, the index number of the particular platform grouping (i.e., the value of NP) should appear in columns 2-4. The index numbers which appear on successive records in Data File 3 must also be consecutive positive integers starting with 1. The current maximum number of platform types allowed is 5.

The index numbers and platform types (as well as most of the other inputs) that are to be listed in Data File 3 are Air Force-provided data inputs. Thus, again, no need will arise for "gaps" in successive index numbers.

One should note the use of implicit decimal formatting in Data File 3 (as well as other data files). The location of "implicit" decimals is indicated in Figure 7-3 (and following figures) by the "triangles" printed between adjacent columns. For example, if the value of the data input TFAC(NS) is indicated by listing "100" in columns 31-33, as shown in Figure 7-3, then the value assigned by the LCC Model when the file is read in will be TFAC(NS)=1.00. Thus there is no need to "use up" a column by including an explicit decimal. However, if the implicit decimal formatting in a particular field is not appropriate for a particular data input, the use of an explicit decimal will over-ride the implicit decimal location indicated in Figure 7-3.

Again the first column serves as an end-of-file designator in Data File 3. Thus an asterisk "\*" in the first column denotes the end-of-file in the same manner as described for Data File 2 in Section 7.3.2.



#### 7.3.4 Platform Terminal & Non-Recurring MOD/I Data - Data File 4

Data File 4 contains a combination of platform terminal installation and cost data and non-recurring MOD/I data. Each record (punched card) in Data file 4 should contain data pertaining to a particular platform type NP. The data input parameters which should be listed on each record of this file, together with their designated formats and column allocations are indicated in Figure 7-4.

The platform index number NP must appear in columns 2-4 as indicated and must represent exactly the same platform types that they stood for in Data File 3. In addition, each platform type which is represented by a record in Data File 3 must also be represented by a record in Data File 4, and vice versa. Thus, the records in Data Files 3 and 4 must match up index number by index number, representing identical platform types (or "groupings") in exactly the same sequence. Clearly, both files must also contain the same number of records (up to a maximum of 5).

Note that implicit decimal formatting is used in Data File 4 also and has the same interpretation as was explained for Data File 3 in Section 7.3.3.

Again the first column in Data File 4 serves as an end-of-file designator. Thus an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described for Data File 2 in Section 7.3.2.

COLUMN	DESCRIPTION	END-OF-FIELD-INDICATOR	PLATFORM INDEX NUMBER - NP	NUMERIC	ALPHA - "A" enter only on last card	JUSTIFICATION
1						
2-4						
5-8						
9-12						
13-15						
16-18						
19-24						
25-34						

DESCRIPTION	PLATFORM INDEX NUMBER - NP	NUMERIC	ALPHA - "A" enter only on last card	JUSTIFICATION
POLY(NP)				
FR(1,NP)				
FR(2,NP)				
FR(3,NP)				
DMAC(NP)				
F(NP)				
NAC(NP)				
PLAN				

LEGEND

- FI = Fixed Form
- FR = Free Form
- RJ = Right Justified
- ID = Implicit Decimal - Comply with Format (a)
- ED = Explicit Decimal - Supply Decimal

#### 7.3.5 Platform Recurring MOD/I Data - Data File 5

All of the parameters in Data File 5 relate to recurring MOD/I costs. Each record (punched card) in Data File 5 should contain data pertaining to a particular platform type NP. The data input parameters which should be listed on each record of this file, together with their designated formats and column allocations are indicated in Figure 7-5.

The platform index number NP must appear in columns 2-4 as indicated and must represent exactly the same platform types that they stood for in Data Files 3 and 4. In addition, each platform type which is represented by a record in Data File 3 and 4 must also be represented by a record in Data File 5, and vice versa. Thus, the records in Data Files 3, 4, and 5 must match up index number by index number, representing identical platform types in exactly the same sequence. Thus all three files must contain the same number of records (up to a maximum of 5).

Again the first column in Data File 5 serves as an end-of-file designator. Thus an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described for Data File 2 in Section 7.3.2.





#### 7.3.6 Platform Deployment at Bases - Data File 6

Data File 6 contains all of the values of the matrix variable  $NPLT(NP,NS)$ , the number of platforms of type NP located at each base of type NS. Each record in Data File 6 gives the base deployment information pertaining to a particular platform type NP. The designated format and column allocations for this data is indicated in Figure 7-6. Note, in particular, that two implicit decimals are allowed in each  $NPLT(NP,NS)$  field to allow better accuracy in the case that the average number of platforms of type NP located at a typical base within grouping NS is not an integer. (An explanation of the correct interpretation of implicit decimal formatting is given in Section 7.3.3.)

The platform index number NP which appears in columns 2-4 again must match up record for record with the respective index numbers used in Data Files 3, 4, and 5, in the manner described in the previous section.

Again, the first column in Data File 6 serves as an end-of-file designator. Thus an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described for Data File 2 in Section 7.3.2.

**LEGEND**

FI = Fixed Form  
FR = Free Form  
RJ = Right Justified  
ID = Implicit Decimal -  
Comply with Format [A]  
ED = Explicit Decimal -  
Supply Decimal

Figure 7-6. Platform Deployment at Bases - Data File 6

#### 7.3.7 Support Equipment Data - Data File 7

Data File 7 lists all SE that is required for intermediate and depot level corrective maintenance actions on ITEMS within the contractor's ATU system design. SE which may be required for organizational maintenance actions only (e.g., removing and replacing failed LRUs on-board a platform) need not be included.

The maximum SE index number allowed is 120. Thus a maximum of 120 different SE types may be represented in Data File 7 (in which case the index numbers would have to be consecutive integers starting with 1). (See comment on maximum index values in Section 7.3.8.)

This file contains information concerning SE procurement cost, development cost, maintenance and type (i.e., common/on-site, procurable common, or peculiar). SE designated common/on-site must appear on the Air Force-provided list. The designated format and column allocations for this data are indicated in Figure 7-7. Each record (punched card) in Data File 7 should contain all data pertaining to a particular SE type L.

In particular, the SE index number (i.e., value of L) should appear in columns 2-4. In contrast to the previous data files, the SE index numbers appearing on successive records in Data File 7 need not be consecutive, and the first index number need not be 1. Rather, successive SE index numbers should only be positive integers, listed in increasing order. Thus "gaps" are allowed in successive SE index numbers. This feature allows the LCC Model user flexibility in making changes to and/or deletions from his SE list. Since the inputs to Data File 7 are all contractor-provided, it might be anticipated that changes to this data will be made fairly frequently, as the contractor gains more information regarding his maintenance requirements or possibly wants to trade-off alternate SE configurations.

Again, the first column in Data File 7 serves as an end-of-file designator. Thus an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described for Data File 2 in Section 7.3.2.



#### 7.3.8 ITEM Equipment Data - Data File 8A

Data File 8A contains information concerning the ITEM equipment characteristics. The data input parameters which should be listed on each record of this file, together with their designated formats and column allocations are indicated in Figure 7-8A.

The maximum ITEM index number currently allowed is 150. Thus a maximum of 150 different ITEM types may be represented in Data File 8A (in which case the index numbers would have to be consecutive integers starting with 1). The maximum ITEM index number was somewhat arbitrarily determined, as was the maximum SE index number. Of course, these maximum values directly impact the core storage requirements of the LCC Model. If the contractor is presented with any difficulty produced by these maximum index values being either too large or too small, he should contact the Contracting Officer regarding making dimension changes to the LCC Model.

In particular, the ITEM index number (i.e., value of I) should appear in columns 2-4. As is the case for the SE index numbers in the previous data file, the ITEM index numbers appearing on successive records in Data File 8A need not be consecutive and the first index number need not be 1. Successive ITEM index numbers should only be positive integers, listed in increasing order. Thus, "gaps" are allowed in successive ITEM index numbers. Again this feature allows the LCC Model user flexibility in making changes to and/or deletions from his ITEM list. Since the contractor may wish to experiment with different possible design configurations, it may be that Data File 8A and Data File 11A will undergo fairly frequent revisions.

An error check is made on Data File 8A to ensure that the LRU(I) and NH(I) values given for each ITEM type I are consistent. Recall that if ITEM type I is an LRU, so that LRU(I)=1, then NH(I) must be zero. Conversely, if ITEM type I is not an LRU, then LRU(I)=0 and NH(I) must equal a positive integer (i.e., the ITEM index number of its next higher LRU assembly). See Section 7.4 for a discussion of error checks and messages.

"Implicit" decimal formatting is used in Data File 8A and the reader is referred to Section 7.3.3 for an explanation of the feature.

Again, the first column in Data File 8A serves as an end-of-file designator. Thus an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described for Data File 11A in Section 7.3.2.

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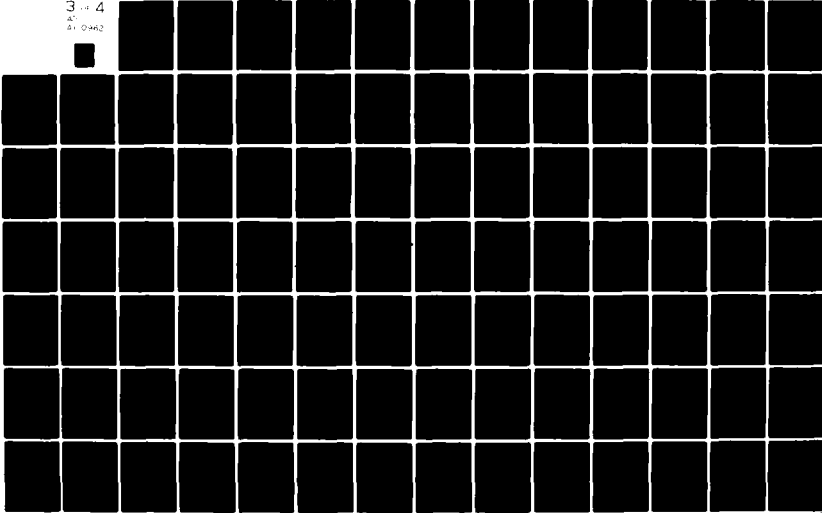
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#### 7.3.9 LRU/SRU Cross Reference Data - Data File 8B

Data File 8B indicates for each LRU ITEM how many units that each SRU ITEM type goes into it according to the contractor's design. This information is required for conducting the repair level analysis (see Section 5), where the matrix variable  $QPA(IL,IS)$  is the quantity of SRU ITEM type IS per assembly of LRU ITEM type IL. The actual input of this information, however, is through a matrix in pointer form as described below.

For each LRU ITEM IL, one to three records in Data File 8B form a single entry containing all the information regarding the make-up of its SRUs. The LRU ITEM index IL is given in columns 2-4 in the first record. The number of distinct SRUs which it contains is denoted by the variable  $NDS(IL)$  and is given in columns 5-6 on the first record (and whose value may not exceed 30). The index numbers of these distinct SRU ITEMS are represented in Data File 8B by the variables  $ISRU(IL,K)$  where K runs from 1 to  $NDS(IL)$ . Up to 14 SRUs can be represented on a single record, therefore up to three records could be required to list 30 SRUs and their quantities.

The index numbers  $ISRU(IL,K)$  should represent exactly the same SRU ITEM type that they stood for in Data File 8A. The quantity of SRU ITEM type with index  $ISRU(IL,K)$  in each LRU ITEM type IL is represented by the variable  $QPA(IL,K)$ . Note that this is a different interpretation of the matrix QPA than was used in the Repair Level Analysis Capability of the LCC Model. For example, in Figure 7-8B,  $QPA(1,2) = 3$  means that 3 units of SRU ITEM type  $ISRU(1,2) = 24$  (not type  $K=2$ ) are contained in an LRU ITEM type 1. Thus, K does not stand for an SRU ITEM index number, but rather only refers to the order of the SRU ITEM type in the record corresponding to LRU ITEM type IL.

The parameters  $ISRU(IL,K)$  and  $QPA(IL,K)$  must be input in pairs, according to the format and column allocations indicated in Figure 7-8B. The LRU ITEM index numbers that appear in columns 2-4 in Data File 8B must represent exactly the same LRU ITEM types that they stood for in Data File 8A. Note that there should be exactly one entry in Data File 8B for each LRU ITEM type (if an LRU ITEM type has no SRUs, it should have  $NDS(IL)=0$ ) and that the entries should be sequenced by LRU ITEM index numbers in increasing order (gaps allowed).

Again, the first column in Data File 8B serves as an end-of-file designator. Thus, an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described in Section 7.3.2.

LRU ITEM	INDEX (IL)	COL(S)	DESCRIPTION	FORMAT	JUSTIFICATION
1	1	1	END-OF-FILL-INDICATOR	ALPHA - "a" enter only on last card	FI
2-4	2-4	2-4	LRU ITEM INDEX NUMBER - IL	NUMERIC - INTEGER (13)	RJ
5-6	5-6	5-6	NDS (1L)	NUMERIC - INTEGER (12)	
7-9	7-9	7-9	ISRU(1L,1)		
10-11	10-11	10-11	QPA(1L,1)		
12-14	12-14	12-14	ISRU(1L,2)		
15-16	15-16	15-16	QPA(1L,2)		
17-19	17-19	17-19	ISRU(1L,3)		
20-21	20-21	20-21	QPA(1L,3)		
22-24	22-24	22-24	ISRU(1L,4)		
25-26	25-26	25-26	QPA(1L,4)		
27-29	27-29	27-29	ISRU(1L,5)		
30-31	30-31	30-31	QPA(1L,5)		
32-34	32-34	32-34	ISRU(1L,6)		
35-36	35-36	35-36	QPA(1L,6)		
37-39	37-39	37-39	ISRU(1L,7)		
40-42	40-42	40-42	QPA(1L,7)		
43-45	43-45	43-45	ISRU(1L,8)		
46-48	46-48	46-48	QPA(1L,8)		
49-51	49-51	49-51	ISRU(1L,9)		
52-54	52-54	52-54	QPA(1L,9)		
55-57	55-57	55-57	ISRU(1L,10)		
58-60	58-60	58-60	QPA(1L,10)		
61-63	61-63	61-63	ISRU(1L,11)		
64-66	64-66	64-66	QPA(1L,11)		
67-69	67-69	67-69	ISRU(1L,12)		
70-72	70-72	70-72	QPA(1L,12)		
73-75	73-75	73-75	ISRU(1L,13)		
76-78	76-78	76-78	QPA(1L,13)		
79-81	79-81	79-81	ISRU(1L,14)		
82-84	82-84	82-84	QPA(1L,14)		
85-87	85-87	85-87	ISRU(1L,15)		
88-90	88-90	88-90	QPA(1L,15)		
91-93	91-93	91-93	ISRU(1L,16)		
94-96	94-96	94-96	QPA(1L,16)		
97-99	97-99	97-99	ISRU(1L,17)		
100-102	100-102	100-102	QPA(1L,17)		
103-105	103-105	103-105	ISRU(1L,18)		
106-108	106-108	106-108	QPA(1L,18)		
109-111	109-111	109-111	ISRU(1L,19)		
112-114	112-114	112-114	QPA(1L,19)		
115-117	115-117	115-117	ISRU(1L,20)		
118-120	118-120	118-120	QPA(1L,20)		
121-123	121-123	121-123	ISRU(1L,21)		
124-126	124-126	124-126	QPA(1L,21)		
127-129	127-129	127-129	ISRU(1L,22)		
130-132	130-132	130-132	QPA(1L,22)		
133-135	133-135	133-135	ISRU(1L,23)		
136-138	136-138	136-138	QPA(1L,23)		
139-141	139-141	139-141	ISRU(1L,24)		
142-144	142-144	142-144	QPA(1L,24)		
145-147	145-147	145-147	ISRU(1L,25)		
148-150	148-150	148-150	QPA(1L,25)		
151-153	151-153	151-153	ISRU(1L,26)		
154-156	154-156	154-156	QPA(1L,26)		
157-159	157-159	157-159	ISRU(1L,27)		
160-162	160-162	160-162	QPA(1L,27)		
163-165	163-165	163-165	ISRU(1L,28)		
166-168	166-168	166-168	QPA(1L,28)		
169-171	169-171	169-171	ISRU(1L,29)		
172-174	172-174	172-174	QPA(1L,29)		
175-177	175-177	175-177	ISRU(1L,30)		
178-180	178-180	178-180	QPA(1L,30)		
181-183	181-183	181-183	ISRU(1L,31)		
184-186	184-186	184-186	QPA(1L,31)		
187-189	187-189	187-189	ISRU(1L,32)		
190-192	190-192	190-192	QPA(1L,32)		
193-195	193-195	193-195	ISRU(1L,33)		
196-198	196-198	196-198	QPA(1L,33)		
199-201	199-201	199-201	ISRU(1L,34)		
202-204	202-204	202-204	QPA(1L,34)		
205-207	205-207	205-207	ISRU(1L,35)		
208-210	208-210	208-210	QPA(1L,35)		
211-213	211-213	211-213	ISRU(1L,36)		
214-216	214-216	214-216	QPA(1L,36)		
217-219	217-219	217-219	ISRU(1L,37)		
220-222	220-222	220-222	QPA(1L,37)		
223-225	223-225	223-225	ISRU(1L,38)		
226-228	226-228	226-228	QPA(1L,38)		
229-231	229-231	229-231	ISRU(1L,39)		
232-234	232-234	232-234	QPA(1L,39)		
235-237	235-237	235-237	ISRU(1L,40)		
238-240	238-240	238-240	QPA(1L,40)		
241-243	241-243	241-243	ISRU(1L,41)		
244-246	244-246	244-246	QPA(1L,41)		
247-249	247-249	247-249	ISRU(1L,42)		
250-252	250-252	250-252	QPA(1L,42)		
253-255	253-255	253-255	ISRU(1L,43)		
256-258	256-258	256-258	QPA(1L,43)		
259-261	259-261	259-261	ISRU(1L,44)		
262-264	262-264	262-264	QPA(1L,44)		
265-267	265-267	265-267	ISRU(1L,45)		
268-270	268-270	268-270	QPA(1L,45)		
271-273	271-273	271-273	ISRU(1L,46)		
274-276	274-276	274-276	QPA(1L,46)		
277-279	277-279	277-279	ISRU(1L,47)		
280-282	280-282	280-282	QPA(1L,47)		
283-285	283-285	283-285	ISRU(1L,48)		
286-288	286-288	286-288	QPA(1L,48)		
289-291	289-291	289-291	ISRU(1L,49)		
292-294	292-294	292-294	QPA(1L,49)		
295-297	295-297	295-297	ISRU(1L,50)		
298-300	298-300	298-300	QPA(1L,50)		
301-303	301-303	301-303	ISRU(1L,51)		
304-306	304-306	304-306	QPA(1L,51)		
307-309	307-309	307-309	ISRU(1L,52)		
310-312	310-312	310-312	QPA(1L,52)		
313-315	313-315	313-315	ISRU(1L,53)		
316-318	316-318	316-318	QPA(1L,53)		
319-321	319-321	319-321	ISRU(1L,54)		
322-324	322-324	322-324	QPA(1L,54)		
325-327	325-327	325-327	ISRU(1L,55)		
328-330	328-330	328-330	QPA(1L,55)		
331-333	331-333	331-333	ISRU(1L,56)		
334-336	334-336	334-336	QPA(1L,56)		
337-339	337-339	337-339	ISRU(1L,57)		
340-342	340-342	340-342	QPA(1L,57)		
343-345	343-345	343-345	ISRU(1L,58)		
346-348	346-348	346-348	QPA(1L,58)		
349-351	349-351	349-351	ISRU(1L,59)		
352-354	352-354	352-354	QPA(1L,59)		
355-357	355-357	355-357	ISRU(1L,60)		
358-360	358-360	358-360	QPA(1L,60)		
361-363	361-363	361-363	ISRU(1L,61)		
364-366	364-366	364-366	QPA(1L,61)		
367-369	367-369	367-369	ISRU(1L,62)		
370-372	370-372	370-372	QPA(1L,62)		
373-375	373-375	373-375	ISRU(1L,63)		
376-378	376-378	376-378	QPA(1L,63)		
379-381	379-381	379-381	ISRU(1L,64)		
382-384	382-384	382-384	QPA(1L,64)		
385-387	385-387	385-387	ISRU(1L,65)		
388-390	388-390	388-390	QPA(1L,65)		
391-393	391-393	391-393	ISRU(1L,66)		
394-396	394-396	394-396	QPA(1L,66)		
397-399	397-399	397-399	ISRU(1L,67)		
400-402	400-402	400-402	QPA(1L,67)		
403-405	403-405	403-405	ISRU(1L,68)		
406-408	406-408	406-408	QPA(1L,68)		
409-411	409-411	409-411	ISRU(1L,69)		
412-414	412-414	412-414	QPA(1L,69)		
415-417	415-417	415-417	ISRU(1L,70)		
418-420	418-420	418-420	QPA(1L,70)		
421-423	421-423	421-423	ISRU(1L,71)		
424-426	424-426	424-426	QPA(1L,71)		
427-429	427-429	427-429	ISRU(1L,72)		
430-432	430-432	430-432	QPA(1L,72)		
433-435	433-435	433-435	ISRU(1L,73)		
436-438	436-438	436-438	QPA(1L,73)		
439-441	439-441	439-441	ISRU(1L,74)		
442-444	442-444	442-444	QPA(1L,74)		
445-447	445-447	445-447	ISRU(1L,75)		
448-450	448-450	448-450	QPA(1L,75)		
451-453	451-453	451-453	ISRU(1L,76)		
454-456	454-456	454-456	QPA(1L,76)		
457-459	457-459	457-459	ISRU(1L,77)		
460-462	460-462	460-462	QPA(1L,77)		
463-465	463-465	463-465	ISRU(1L,78)		
466-468	466-468	466-468	QPA(1L,78)		
469-471	469-471	469-471	ISRU(1L,79)		
472-474	472-474	472-474	QPA(1L,79)		
475-477	475-477	475-477	ISRU(1L,80)		
478-480	478-480	478-480	QPA(1L,80)		
481-483	481-483	481-483	ISRU(1L,81)		
484-486	484-486	484-486	QPA(1L,81)		
487-489	487-489	487-489	ISRU(1L,82)		
490-492	490-492	490-492	QPA(1L,82)		
493-495	493-495	493-495	ISRU(1L,83)		
496-498	496-498	496-498	QPA(1L,83)		
499-501	499-501	499-501	ISRU(1L,84)		
502-504	502-504	502-504	QPA(1L,84)		
505-507	505-507	505-507	ISRU(1L,85)		
508-510	508-510	508-510	QPA(1L,85)		
511-513	511-513	511-513	ISRU(1L,86)		
514-516	514-516	514-516	QPA(1L,86)		
517-519	517-519	517-519	ISRU(1L,87)		
520-522	520-522	520-522	QPA(1L,87)		
523-525	523-525	523-525	ISRU(1L,88)		
526-528	526-528	526-528	QPA(1L,88)		
529-531	529-531	529-531	ISRU(1L,89)		
532-534	532-534	532-534	QPA(1L,89)		
535-537	535-537	535-537	ISRU(1L,90)		
538-540	538-540	538-540	QPA(1L,90)		
541-543	541-543	541-543	ISRU(1L,91)		
544-546	544-546	544-546	QPA(1L,91)		
547-549	547-549	547-549	ISRU(1L,92)		
550-552	550-552	550-552	QPA(1L,92)		
553-555	553-555	553-555	ISRU(1L,93)		
556-558	556-558	556-558	QPA(1L,93)		
559-561	559-561	559-561	ISRU(1L,94)		
562-564	562-564	562-564	QPA(1L,94)		
565-567	565-567	565-567	ISRU(1L,95)		
568-570	568-570	568-570	QPA(1L,95)		
571-573	571-573	571-573	ISRU(1L,96)		
574-576	574-576	574-576	QPA(1L,96)		
577-579	577-579	577-579	ISRU(1L,97)		
580-582	580-582	580-582	QPA(1L,97)		
583-585	583-585	583-585	ISRU(1L,98)		
586-588	586-588	586-588	QPA(1L,98)		

### 7.3.10 ITEM Maintenance Data - Data File 9A

Data File 9A contains all the information concerning the reliability and corrective maintenance characteristics of each ITEM type. Each record (punched card) in the file should contain all data pertaining to a particular ITEM type I. The data input parameters which should be listed on each record of this file, together with their designated formats and column allocations are indicated in Figure 7-9A.

The same ITEM indexing conventions that were described for Data File 8A also apply to Data File 9A. In addition, the ITEM index numbers appearing in columns 2-4 in Data File 9A must represent exactly the same ITEM types that they stood for in Data File 8A. Moreover, each ITEM type which is represented by a record in Data File 8A must also be represented by a record in Data File 9A, and vice versa. Thus, the records in Data Files 8A and 9A must match up index number by index number, representing identical ITEM types in exactly the same sequence. In fact, an error message will be printed and processing will be terminated if the index numbers in these two files do not match (see Section 7.4 for a discussion of error messages). Both files must also contain the same number of records (with a maximum ITEM index value of 150).

A second error check will be performed to ensure that a non-zero value for  $MTBMT(I,LE(NP))$  is input in Data File 9A whenever an ITEM of type I is installed on a platform with operating environment  $LE(NP)$  (i.e.,  $NITEM(I,NP) > 0$ ), where  $LE(NP) = 1, 2, 3, \text{ or } 4$ , according to its definition given in the Glossary. If an ITEM is never used in a given environment, however, the corresponding  $MTBMT(I,LE(NP))$  value may be entered as zero, since it will never be used in any LCC Model calculations.

Finally, if  $RL(I)=0$  a third error check will be performed to ensure that the  $RTS(I)$ ,  $NRTS(I)$  and  $COND(I)$  parameters which appear on each record in Data File 9A add up to exactly one. As mentioned, a list and discussion of all error messages generated by the LCC Model is given in Section 7.4.

Note if  $RL(I)=1, 2, \text{ or } 3$ , then the program will calculate  $RTS(I)$ ,  $NRTS(I)$ , and  $COND(I)$  using  $BIRD$  and  $WEAR(I)$  according to the repair level code (as shown in Table 5-3, Section 5.3.3). Recall that  $WEAR(I)$  is the fraction of removed failures of ITEM type I which must be condemned due to normal wear-out and is automatically set equal to the original  $COND(I)$  provided by the contractor in Data File 9A.  $RL(I)$  can be nominally set to 3 if the contractor believes the ITEM of type I should be discarded even if  $WEAR(I) < 1$ , but  $RL(I)$  must be set to 3 if  $WEAR(I) = 1$ .

ITEM INDEX (1)	MTBMT-1	MTBMT-2	MTBMT-3	MTBMT-4	FPM	RIP	IPCF	RTS	NRTS	COND	RSH	BCNR	ENR	DMR	RI
1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PI = Fixed Form  
 FR = Free Form  
 RJ = Right Justified  
 ID = Implicit Decimal -  
 Comply with Format [a]  
 ED = Explicit Decimal -  
 Supply Decimal

Figure 7-9A. ITEM Maintenance - Data File 9A

The first column in Data File 9A again serves as an end-of-file designator. Thus an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described in Section 7.3.2.

The user should recall from the discussion in Section 3 that the LCC sensitivity analysis calculations with respect to RTS(I), NRTS(I), and COND(I) assume that the maintenance data given for all repair level decisions in Data File 9A represents realistic estimates. Thus, for example, even if an ITEM type I is intended for discard-on-failure, realistic estimates for BCMH(I), BMH(I), and DMH(I) should be entered in the data file for LCC sensitivity analysis purposes.

#### 7.3.11 Item Technical Order Training and UCT Development Data - Data File 9B

Data File 9B contains all the information regarding the technical order page and type 1 training time requirements as well as UCT software development cost for each ITEM type. Each record (punched card) in the file should contain all data pertaining to a particular ITEM type I. The data input parameters which should be listed on each record of this file, together with their designated formats and column allocations are indicated in Figure 7-9B.

Exactly the same ITEM indexing conventions that were described for Data File 9A apply to Data File 9B. One can simply refer to Section 7.3.10 for a detailed description.

The first column in Data File 9B again serves as an end-of-file designator. Thus, an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described in Section 7.3.2.



### 7.3.12 ITEM/SE Cross Reference Data - Data File 10

Data File 10 indicates which pieces of SE, and how many, are required for intermediate and depot-level corrective maintenance on each ITEM type I. Careful attention should be paid to the instructions for filling out this data file for the following reason: While the matrix variables SECODE(I,IRM,L) and A(I,IRM,L) appearing in Sections 5 and 6 are treated as separate variables, they are actually only separate digits of one variable, QSA(I,IRM,L). Furthermore, the matrix QSA(I,IRM,L) must be input in Data File 10 in pointer form.

The matrix QSA(I,IRM,L) is input in "pointer form" in Data File 10 using the following conventions: Each record (punched card) in the file contains all SE requirements for a particular ITEM type I with a particular mode IRM, where the index I is given in columns 2-4 and the index IRM is given in columns 7-8. The number of different repair modes (i.e., different values of IRM) with which ITEM I can be repaired is represented by NRM(I) given in columns 5-6 (and may not exceed 4). The number of different SE types (i.e., different values of L) utilized in the maintenance of ITEM type I in repair mode IRM is represented by the variable NJA(I,IRM), whose value should be given in columns 9-11 (and may not exceed 3). The index numbers of these different SE types are then represented in Data File 10 by the values of the parameters A(I,IRM,K) where the K runs from 1 to NJA(I,IRM).

Note that an entry must be input in Data File 10 for each ITEM only for repair modes (i.e., values of IRM) with which that ITEM can be serviced. IRM takes on four values. Each ITEM I should have an entry in the file corresponding to IRM=1 containing all SE requirements for depot level repair. All ITEMS whose base-level CSE and PSE requirements differ from depot SE requirements must have an entry in the file corresponding to IRM=2, listing all SE needed to repair an ITEM in the absence of any type of MBS or UCT. Repair modes 3 and 4 can be used to represent repair with any type of MBS or UCT. Any ITEM which is serviced by the equipment represented by IRM=3, IRM=4, or both, must have an entry listing of SE which would be needed at the base level for that value of IRM.

For example, suppose either an MBS or a UCT will be available for base level repair. This will be indicated by the user by setting BSP(NS)=2 or BSP(NS)=3 in Data File 2 for some NS. These two pieces of equipment can be represented by repair modes IRM=3 and IRM=4 respectively (MBS=3, UCT=4). Let ITEM I be an ITEM whose depot level SE requirements are the same as base level support equipment used in the absence of an MBS or a UCT. Hence there is a list of SE





corresponding to  $IRM=1$  and not  $IRM=2$ . Suppose also that ITEM I is capable of being serviced by the UCT, however, the MBS cannot perform any check-out or repair activities on ITEM I. There will, therefore, be a list of SE corresponding to  $IRM=4$  but not  $IRM=3$  for ITEM I. (Note: when ITEM I is capable of being serviced by ITEM repair modes 3 or 4, be sure to include the UCT or MBS in the appropriate list of SE for that ITEM.)

The index number  $A(I,IRM,K)$  should represent the same SE type that it stood for in Data File 7. (note that this is a different interpretation of the matrix A than was used in the LCC Model Equations.) Thus,  $A(I,IRM,1)$  is the index number of the first SE type required in the repair of ITEM type I with repair mode IRM,  $A(I,IRM,2)$  is the index number of the second SE type required, and so on.

The type of maintenance action on ITEM type I with repair mode IRM for which SE type  $A(I,IRM,K)$  is required (denoted in Section 4 by SECODE) and the quantity (i.e., number of copies) of this SE type required for each such maintenance action (denoted in Section 4 by A) are given by the hundreds and units digits of the parameter  $QSA(I,IRM,K)$ . Thus in the example in Figure 7-10,  $QSA(1,1,3)=101$  means that 1 copy of SE type  $A(1,1,3)=4$  is required for repair but not base bench check of ITEM type 1. (Note, in particular, that the data given by  $QSA(I,IRM,K)$  does not correspond to SE type K, i.e., K does not stand for an SE index number, but rather refers only to the order of the SE type in the record corresponding to ITEM type I in repair mode IRM.)

The parameters  $A(I,IRM,K)$  and  $QSA(I,IRM,K)$  must be input in pairs, according to the format and column allocations indicated in Figure 7-7. The ITEM index numbers that appear in columns 2-4 in Data File 10 must represent exactly the same ITEM types that they stood for in Data Files 8A and 9A & B. Moreover, each ITEM type which is represented by a record in Data Files 8A and 9A & B must also be represented by a record in Data File 10, and vice versa. (If an ITEM type I in repair mode IRM requires no support equipment for its repair then the user should set  $NJA(I,IRM)=0$ .) Thus, the records in Data Files 8A, 9A & B, and 10 must match up index number by index number, representing identical ITEM types in exactly the same sequence. In fact, an error message will be generated and processing will be terminated if the ITEM index numbers in these files do not so match. (See Section 7.4 for a discussion of error messages.)

In particular then, any addition or deletion of ITEMS made to any one of the Data Files 8A, 9A & B, 10 (or 11) must be made to the other four files also.

The first column in Data File 10 serves as an end-of-file designator. Thus, an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described in Section 7.3.2.

The echo printing of this Data File will be four tables (Tables 10A through 10D). Each table will show support equipment type and quantity by ITEM for a particular repair mode. Table 10A corresponds to IRM=1, Table 10B to IRM=2, Table 10C to IRM=3, and Table 10D to IRM=4.

### 7.3.13 ITEM Configuration on Platforms - Data File 11A

Data File 11A consists of all of the values of the matrix variable NITEM(I, NP), the average number of ITEMS of type I that are to be installed on each platform within grouping NP. Each record (punched card) in Data File 11A contains all values which correspond to a particular ITEM type I, where the index I must appear in columns 2-4. Since a maximum of 5 different platform groupings NP currently allowed in the LCC Model, each record in the file then contains the values NITEM(I, 5) through NITEM(I, 12), i.e., the respective numbers of ITEMS of type I which are to be installed on each platform within the 5 groupings NP.

Data File 11A is a very large file. In an effort to make the construction of this file easier for the user, a Preprocessor has been included with the ATU LCC Model. This preprocessor will generate Data File 11A given Data File 8B (SRUs-in-LRUs) and Data File 11B, LRUs-in-Platforms. Thus the user may enter Data File 11B and call on the preprocessor to generate 11A. (See Section 7.5)

Note in Figure 7-11 that the format for entering each NITEM(I, NP) value specifies two implicit decimal places. This format is utilized because of the fact that, while platforms included within a particular platform grouping NP are of a similar type and function, they are not all exactly the same. There may even be a difference in the number of ATU terminals that are installed on different platforms within a particular grouping NP. Thus NITEM(I, NP) should be determined as a true average number of ITEMS of type I that are installed on each platform within grouping NP and its value may very well not be an integer. (See Section 7.3.3 for a discussion of implicit decimal formatting.)

The ITEM index numbers that appear in columns 2-4 in Data File 11A & B must represent exactly the same ITEM types that they stood for in Data Files 8A, 9A & B, and 7. In fact, all the conventions regarding ITEM index numbers that were described for those files apply equally well here. Thus, the records in Data Files 8A, 9A & B, 10 and 11 must match up index number by index number, representing identical ITEM types in exactly the same sequence. Again, an error message will be generated and processing will be terminated if these ITEM index numbers do not so match.

Again, the first column in Data File 11A serves as an end-of-file designator. Thus an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described in Section 7.3.2.

ITEM INDEX (1)	ITEM-1 ITEM-2 ITEM-3 ITEM-4 ITEM-5															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
33	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
34	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
35	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
36	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
37	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
38	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
39	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
40	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
41	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
42	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
43	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
44	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
45	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
46	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
47	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
48	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
49	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
50	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
51	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
52	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
53	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
54	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
55	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
56	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
57	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
58	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
59	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
60	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
61	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
62	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
63	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
64	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
65	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
66	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
67	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
68	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
69	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
70	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
71	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
72	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
73	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
74	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
75	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
76	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
77	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
78	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
79	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
80	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
81	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
82	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
83	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
84	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
85	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
86	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
87	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
88	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
89	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
90	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
91	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
92	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
93	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
94	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
95	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
96	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
97	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
98	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
99	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
100	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

COLUMN(S)	DESCRIPTION	FORMAT	JUSTIFICATION
1	END-OF-FILE-INDICATOR	ALPHA "FF" enter only on last card	FI
2-4	LPU ITEM INDEX NUMBER - IL	NUMERIC - INTER- (1)	RJ
5-3	NITEM(1L,1)		
9-12	NITEM(1L,2)		
13-16	NITEM(1L,3)		
17-20	NITEM(1L,4)		
21-24	NITEM(1L,5)		
25-80	BLANK		LD or LD

LEGEND  
 FI = Fixed Form  
 FR = Free Form  
 RJ = Right Justified  
 LD = Implicit Decimal - 60  
 LD = Explicit Decimal -  
 LD = Supply Decimal

#### 7.3.14 LRU Configuration on Platforms - Data File 11B

Data File 11B consists of the values of NITEM(IL,NP) for all LRU ITEMS IL. This Data File is only required if the user is generating Data File 11A through the use of the preprocessor. Each record in Data File 11B contains all values of NITEM(IL,NP) which correspond to a particular LRU ITEM type IL, where the index IL must appear in columns 2-4. See section 7.3.13 for details on the format of Data File 11B, recalling that only LRU ITEMS appear in the file.

Again, the first column in Data File 11B serves as an end-of-file designator. Thus an asterisk "\*" in the first column denotes the end-of-file in the same manner as was described in Section 7.3.2.

ITEM INDEX (1)	COLUMN(S)					DESCRIPTION	FORMAT	JUSTIFICATION
1	0	0	0	0	0	END-OF-FILE-INDICATOR	ALPHA "0" enter only on last card	FI
2	0	0	0	0	0	ITEM INDEX NUMBER - 1	NUMERIC - INTEGER (13)	RJ
3	0	0	0	0	0	NITEN(1,1)		
4	0	0	0	0	0	NITEN(1,2)		
5	0	0	0	0	0	NITEN(1,3)		
6	0	0	0	0	0	NITEN(1,4)		
7	0	0	0	0	0	NITEN(1,5)		
8	0	0	0	0	0	BLANK		

**LEGEND**

**FI - Fixed Form**

**FM = Free Form**

**RJ = Right Justified**

ID - Implicit Decimal -  
Comply with Format [A]

FD - Explicit Decimal -  
Supply Decimal

#### 7.4 LCC Program Data Input Error Messages

There are two different categories of error checks which are made by the LCC program. The error checks in the first category are related to the index numbers used on the records in Data Files 2 through 11A. These error checks and associated error messages will be described first in this section. The error checks in the second category are all related to the values of the data inputs to the LCC Model. These error checks will be described in the second part of this section.

Error messages generated by the Preprocessor are discussed in Section 7.5. No error messages are generated by the RLA program, and in particular, no error checking is done of Data File 8B. Therefore extreme caution must be observed when constructing this data file.

Any error messages resulting from error checks made on the index numbers of input records will be printed at the user's terminal during his interactive input sequence at the point immediately preceding the NAMELIST routines (described in detail in Section 7.6 below). If off-line output is requested by the user, then these error messages will also appear on the off-line printer.

Any error messages resulting from error checks made on the values of data inputs will be printed at the user's terminal after the interactive NAMELIST routines have been completed. The error checks on data input values are made after these NAMELISTs have been completed by the user to ensure that they incorporate any new values of data inputs which may have resulted from "overwriting" in NAMELISTS /G01/ and /G02/. Again, if off-line output has been requested by the user, then these error messages will also appear on the off-line printer. The LCC Model will not be processed if any index number errors occur on data records. However, the user will still be allowed to complete the interactive NAMELISTs in this case so that he can receive the printout of any error messages concerning the values of data inputs. Thus, the user is immediately alerted to additional errors in the values of his data inputs. In addition, the first thirteen output tables of the LCC Model, which provide an echo print of the thirteen input data files, will always be printed off-line, as an aid in debugging data input errors.

If any data input error messages occur, then, after the interactive NAMELISTs have been entered and any data input value error messages have been printed, the message "PROGRAM STOPS DUE TO (NERRXX) ERRORS ON INPUT", where NERRXX equals the number of errors which have occurred.

There are ten types of specific error messages resulting from error checks on index numbers of input records. Any error message concerning the index number of records in Data Files 2 through 11B will identify the device channel number or name of the input data file in which the error occurs. (See Section 7.2 for these channel numbers.) These error messages are described below.

UNIT (XX) ERROR: END OF FILE CARD NOT FOUND AFTER MAXIMUM NUMBER OF CARDS WERE READ IN:

This error message refers to the data file with channel number (XX) and indicates either that there are too many records (punched cards) listed in the file or that the end-of-file card (i.e., a record with an asterisk "\*" in the first column and all other columns blank) does not appear after the maximum number of records have been read in.

The maximum numbers of records allowed in each of the Data Files 2 through 11B are defined as follows: Data File 2 contains records which are indexed by Base type NS. Base-specific input parameters have an array dimension maximum of 10, hence at most 10 records may appear in this file. Data Files 3, 4, 5 and 6 contain records which are indexed by Platform type NP. Since all Platform-specific input parameters have an array dimension maximum of 5, at most 5 records may appear in these files. Data File 7 contains records which are indexed by Support Equipment type L. Since all SE-specific input parameters have an array dimension maximum of 120, at most 120 records may appear in this file.

The Data Files 8A, 9A & B, 10, and 11A all contain records which are indexed by ITEM type I. Currently, all ITEM-specific input parameters have an array dimension maximum of 150. Data File 8A then may have at most (and up to) 150 records. However, the number of records contained in Data File 8A then sets the maximum number of records that may be entered in Data Files 9A & B, 10, and 11A & B. Thus, for example, if Data File 8A contains only 60 records, then none of the Data Files 9A & B, 10, or 11A & B may contain more than 60 records. Data File 11B is indexed by LRU ITEM type IL, and there is no maximum on the number of LRUs allowed so long as the total number of ITEMS does not exceed 150. There is also no limit on the number of SRUs, again so long as the total number of ITEMS does not exceed 150.

As mentioned in Sections 7.3.8 through 7.3.13, the ITEM index numbers used on successive records within Data Files 8A, 9A & B, 10, and 11A must, in fact, match up record by record, representing exactly the same ITEM types in exactly the same sequence. Since



Data File 8A is read in first, it thus sets the ITEM indexing standard against which Data Files 9A & B, 10, and 11A are tested. The following set of error messages all relate to this ITEM index number testing on Data Files 9A & B, 10, and 11A.

ITEM MAINT. FILE CONTAINS FEWER ITEMS THAN ITEM EQUIP. FILE

ITEM X-REF. FILE CONTAINS FEWER ITEMS THAN ITEM EQUIP. FILE

ITEM CFG. FILE CONTAINS FEWER ITEMS THAN ITEM EQUIP. FILE

These error messages are self-explanatory and indicate, respectively, that Data File 9A & B, 10, or 11A contains fewer (ITEM-indexed) records than Data File 8A.

INDEXING IN ITEM MAINTENANCE DOESN'T MATCH ITEM EQUIPMENT

INDEXING IN ITEM X-REFERNC. DOESN'T MATCH ITEM EQUIPMENT

INDEXING IN ITEM CONFIGURATN. DOESN'T MATCH ITEM EQUIPMENT

These error messages indicate that the ITEM index numbers used on successive records in, respectively, Data File 9A & B, 10, or 11A do not match up, record by record, with the ITEM index numbers used on successive records in Data File 8A.

The error messages resulting from error checks on the values of data input parameters are now discussed. These are listed below:

INPUT ERROR: RTS + NRTS + COND <> 1 FOR ITEM TYPE (XX).

The ITEM specific parameters RTS(I), NRTS(I) and COND(I), which represent fractional repair level allocations and are entered in Data File 9A, must sum to unity for each ITEM type I with RL(I)=0. If this condition does not hold for a given ITEM type I = XX, then the error message will be printed.

INPUT ERROR: INDENTURE LEVEL INDICATORS (LRU & NHI) NOT CONSISTENT FOR ITEM TYPE (XX)

If an ITEM type I is an LRU, i.e., LRU(I) = 1, then the next higher assembly indicator, NHI(I), must be set to zero. Conversely, if ITEM type I is an SRU, i.e., LRU(I) = 0, then NHI(I) must equal the non-zero ITEM index number of its next higher assembly. If either of these conditions fail to hold for a given ITEM type I = XX, then the above error message will be printed. (Note: LRU(I) and NHI(I) are both contained in Data File 8A.)

INPUT ERROR: MTBMTI CANNOT BE ZERO FOR ITEM TYPE (XX) IN OPERATING ENVIRONMENT (YY).

As discussed in Section 7.3.10, if an ITEM of type I is installed on a platform of type NP, i.e.,  $NITEM(I, NP) > 0$ , then the mean time between maintenance incidence for that ITEM type operating in the environment of platform type NP, denoted  $MTBMTI(I, LE(NP))$ , cannot be given a zero value in Data File 9A. If this condition is violated for an ITEM type  $I = XX$  operating in environment  $LE(NP) = YY$ , then error message (10) will be printed, i.e., in this case  $MTBMTI(XX, YY)$  will not be allowed to be zero. Note that there is sufficient space allowed in Data File 9A to indicate very low failure rates (i.e., high MTBMTIs), if they can be justified.

INPUT ERROR: NJA (XX,YY) CANNOT BE GREATER THAN 3.

The maximum number of pieces of support equipment required for the repair of any ITEM cannot exceed three. If this condition is violated for ITEM type  $I=XX$  in repair mode  $IRM(I)=YY$ , then the above error message is printed.

## 7.5 Operation of the Preprocessor

The ATU LCC Model Preprocessor performs two basic functions. First, an ITEM in Platform matrix (Data File 11A) is created from a (smaller) LRU ITEM in Platform matrix (Data File 11B), and second, the by-item data files (Data Files 8A, 8B, 9A, 9B, 10, and 11A, are scanned for input file format errors.

### 7.5.1 Input/Output Device Channel Numbers

The Preprocessor is designed to operate alongside the ATU LCC Model as a stand-alone program. It may be run interactively or in batch mode. The channel numbers correspond to the same Data Files as the LCC Model, as shown in Table 7-3. Note that:

- o The LRU-in-platform matrix (Data File 11B) is channel 25 and must not be confused with the ITEM-in-platform matrix (Data File 11A), which is an output of the preprocessor.
- o Data File 8B (channel 26) is not used in the LCC Model (it is used in the RLA program), and must be created before the preprocessor can be run.
- o An empty file must be created in channel 21 before the preprocessor can write Data File 11A into that channel.

### 7.5.2 Preparation of Data Input Files

All data files must be prepared as specified in Section 7.3.

### 7.5.3 Preprocessor Output

The output of the preprocessor is to the terminal (unit 6), and consists of the following messages:

- o A message indicating that execution has begun
- o The number of LRUs and SRUs read from the initial file
- o Error messages (if any)
- o A message indicating the completion of execution and giving the total number of errors detected
- o A message stating whether the output file (file 11A) was written

The output file will be written only if no errors are detected in files 8A, 8B, and 11B, and will be formatted exactly as specified in Section 7.3.13 of the ATU LCC Model User's Manual. In addition,

off-line printouts of Data Files 11A and 11B are generated. Note that these printouts are not formatted exactly as the file created is formatted. The Data File created (11A) contains NITEM(I,NP) without decimal points in a field of width four, while the off-line printout displays NITEM(I,NP) with a decimal point in a field of width seven, for ease of reading.

Table 7-5 summarizes the error messages generated by the preprocessor and notes the probable causes and solutions associated with each error.

#### 7.5.4 Sample Runs

Three sample runs are shown in figures 7-12 through 7-14. The first demonstrates normal execution of the preprocessor with correctly formatted input files. The second demonstrates some of the error messages generated by incorrectly formatted input files. The corresponding data files which are identified as containing errors are also partially listed (the first four columns are shown) to illustrate the errors). The third run demonstrates an abnormal termination of the preprocessor run due to a missing end-of-file card. Note that the FORTRAN error message is quite clear as to the source of the error.

Table 7-5  
Summary of Preprocessor Error Messages

Error 1

Message:

ITEM NUMBER i HAS TWO CARDS IN UNIT u

Probable Cause: Two cards with the same index number in columns 2-4 appear in unit u

Programmer Response: Remove one of the two conflicting cards.

Error 2

Message:

A NEW ITEM INDEXED i APPEARS IN UNIT u

Probable Cause: A card in unit u contains an index in columns 2-4 that did not appear in columns 2-4 on any card in the initial file

Programmer Response: Remove or correct the conflicting card.

Error 3

Message:

AN SRU (ITEM i) APPEARS IN THE LRU LIST IN UNIT u

Probable Cause: ITEM i is marked as an SRU in the initial file (by LRU(i)=0 ) but appears in a by-LRU file.

Programmer Response: If ITEM i is an LRU, correct the initial file, if not, remove it from unit u.

Table 7-5  
Summary of Preprocessor Error Messages  
(continued)

Error 4

Message:

ITEM i IS MISSING FROM UNIT u

Probable Cause: A record with index i in columns 2-4 appears in the initial file, but no such record was found in unit u.

Programmer Response: If the record in the initial file does not belong there, then remove it. Otherwise create a record in unit u with index i in columns 2-4.

Error 5

Message:

ITEM i IS OUT OF SEQUENCE IN UNIT u

Probable Cause: The index numbers in columns 2-4 of unit u are not in ascending numerical order.

Programmer Response: Resequence the records.

Error 6

Message:

INVALID SRU INDEX IN LIST FOR LRU ITEM i IN UNIT u

Probable Cause: The index for an ITEM in the SRU list for LRU ITEM i is out of the allowed range. (See Section 7.3.8A for the allowable index range.)

Programmer Response: Correct the index if it was entered incorrectly, if it was entered correctly then the ITEM must be re-indexed within the allowable range.

Table 7-5  
Summary of Preprocessor Error Messages  
(continued)

Error 7

Message:

AN LRU (ITEM i) APPEARS IN THE SRU LIST IN UNIT u

Probable Cause: Index i appears in the SRU list for some LRU in unit u, but is marked as an LRU in the initial file.

Programmer Response: If ITEM i is marked incorrectly in the initial file, then correct it. Otherwise remove the LRU from the SRU list.

Error 8

Message:

INVALID ITEM INDEX (i) APPEARS IN UNIT u

Probable Cause: An index in columns 2-4 of unit u is not in the allowable index range. (See Section 7.3.8A for the allowable ITEM index range.)

Programmer Response: If the index was entered incorrectly, then re-enter it. If the index was correctly entered, then the ITEM must be re-indexed within the allowable range.

Error 9

Message:

END OF FILE MARKER (\*) MISSING FROM UNIT u

Probable Cause: The end of file designator was not found in column 1 of the last record of the file.

Programmer Response: Place an asterisk (\*) in column 1 of an otherwise blank record at the end of the file.

Table 7-5  
Summary of Preprocessor Error Messages  
(continued)

Error 10

Message:

FILE FORMAT ERROR IN UNIT n: NRM VALUE FOR ITEM i IS  
INCONSISTENT. THE REMAINDER OF THIS FILE IS NOT READ.

Probable Cause: The value of NRM on the record for ITEM i does  
not correspond to the number of IRM records found.

Programmer Response: If NRM is greater than 1, then the records  
for these IRM values (that is, all but the first IRM value  
listed) must be blank in columns 1-6 (see Figure 7-10).  
For each ITEM, the program must find NRM-1 records which  
are blank in columns 1-6.

Error 11

Message:

ITEM DESCRIPTION FILE CONTAINS MORE THAN MAXIMUM ALLOWABLE  
NUMBER OF ITEMS

Probable Cause: The initial file (Data File 8A) contains more  
than 500 items.

Programmer Response: Delete some items from the list, if  
possible, otherwise contact the Air Force Contracting  
Office concerning an extension of the maximum allowable  
number of items.



Table 7-5  
Summary of Preprocessor Error Messages  
(continued)

Error 12

Message:

UNIT u CONTAINS MORE ITEMS THAN INITIAL FILE

Probable Cause: If the file in unit u is by item, then there are more items in this file than were in the initial file. If the file in unit u is by LRU item, then there are more LRU items in this file than there were items labelled as LRUs in the initial file.

Programmer Response: This error will be generated with Error 2, which will identify the "extra" items. If there are extraneous items in the file in unit u, then remove them. Otherwise, include the flagged items in the initial file.

Error 13

Message:

UNIT u CONTAINS FEWER ITEMS THAN INITIAL FILE

Probable Cause: If the file in unit u is by item, then fewer items appear in this file than appeared in the initial file. If the file in unit u is by LRU item, then fewer LRU items appear in this file than there are items labelled as LRUs in the initial file.

Programmer Response: This error will be generated with Error 4, which will identify the "missing" items. If there are missing items in the file in unit u, then enter them. Otherwise, delete the flagged items from the initial file.

Table 7-5

Summary of Preprocessor Error Messages  
(concluded)

Error 14

Message:

IRM VALUE OUT OF RANGE FOR ITEM i IN UNIT u

Probable Cause: An IRM value not in the range of 1 through 4 was found.

Programmer Response: Correct the IRM value.

Error 15

Message:

LRU i CONTAINS TOO MANY SRUS IN UNIT u

Probable Cause: The SRU/LRU cross reference list for LRU ITEM i contains more than the allowable maximum number of SRUs.

Programmer Response: Delete some SRUs from the list, if possible, otherwise contact the Air Force Contracting Office concerning an extension of the maximum allowable number of items.

Error 16

Message:

END OF FILE FOUND BEFORE END OF SRU LIST FOR LRU i IN UNIT u

Probable Cause: While attempting to read in the SRU list for LRU i, an end of file condition occurred. The value of NDS (the number of distinct SRUs) did not match the actual number of ISRU/QPA pairings somewhere in Data File 8B.

Programmer Response: Correct the values of NDS in Data File 8B.

Preprocessor Output:

ATU LCC PREPROCESSOR -- EXECUTION BEGINS

3 LRUS AND 3 SRUS READ FROM INITIAL FILE.

PROCESSING COMPLETED. 0 ERRORS DETECTED.

OUTPUT FILE (ITEMS IN PLATFORMS) WRITTEN TO UNIT 21.

Figure 7-12

Normal Preprocessor Execution -- No Errors Detected

Preprocessor Output:

ATU LCC PREPROCESSOR -- EXECUTION BEGINS

3 LRUS AND 3 SRUS READ FROM INITIAL FILE.

UNIT 20 CONTAINS FEWER ITEMS THAN INITIAL FILE

(ITEM 3 IS MISSING FROM UNIT 12)

ITEM 3 IS OUT OF SEQUENCE IN UNIT 22

UNIT 22 CONTAINS MORE ITEMS THAN INITIAL FILE

A NEW ITEM NUMBERED 16 APPEARS IN UNIT 22

A NEW ITEM NUMBERED 17 APPEARS IN UNIT 22

END OF FILE MARKER (\*) MISSING FROM UNIT 22

PROCESSING COMPLETED. 7 ERRORS DETECTED.

OUTPUT FILE (ITEMS IN PLATFORMS) WRITTEN TO UNIT 21.

Partial Listing of Data Files

Channel 12:	Channel 22:
Column	Column
1---5	1---5
1	1
2	2
10	10
13	3
14	13
*	14
(end of file)	16
	17
	(blank record)
	(end of file)

Figure 7-13

Normal Preprocessor Execution -- Errors Detected

Preprocessor Output

ATU LCC PREPROCESSOR -- EXECUTION BEGINS

3 LRUS AND 3 SRUS READ FROM INITIAL FILE.

UNIT 20 CONTAINS FEWER ITEMS THAN INITIAL FILE

(ITEM 3 IS MISSING FROM UNIT 12)

IHO900I EXECUTION TERMINATING DUE TO ERROR COUNT FOR ERROR NUMBER 217

IHO217I FIOCS - END OF DATA SET ON UNIT 22

Partial Listing of Data File

Channel 22:

Column

1---5

1

2

3

10

13

14

(end of file)

Figure 7-14

Abnormal Termination of Preprocessor Execution

## 7.6 Operation of the LCC Program in Interactive Mode

The ATU LCC Model has been primarily designed for operation in interactive mode. No special procedures are required of the user to operate the LCC Model in interactive mode. There are, however, a few extra steps which are necessary to convert the Model to batch mode and these steps are discussed in Section 7.7.

After the user has prepared Data Files 1 through 11A and has initiated a run of the LCC Model, he must respond through his terminal to several computer-prompted questions and he must also complete three separate NAMELIST data input routines. This section gives the specific details necessary for the user to perform his terminal inputs properly. The discussion will be related to the sample interactive sequence in Figure 7-15, given at the end of this section. For illustrative purposes, the computer-prompted questions and directives appear in capital letters and the user responses and inputs appear in small letters.

After a run of the LCC Model has been initiated by the user, the computer first asks the user whether he wants MAXIMUM or MINIMUM PROMPTING, i.e., a maximum or minimum amount of instruction by the computer to the user. These prompting instructions relate to the current values of input and control variables and the purposes of the three separate NAMELIST routines. The example in Figure 7-15 below shows the maximum prompting instructions in brackets. Under minimum prompting, these instructions would not appear.

One feature of the prompting questions is that if the user requests maximum prompting on his initial run (or any subsequent rerun) of the LCC Model, then he will be asked on his next interactive rerun whether he wants maximum or minimum prompting again. However, if a user requests minimum prompting on one run, then the Model will automatically assume that he wishes minimum prompting on the next (and all subsequent) interactive reruns of the Model. To change from minimum prompting to maximum prompting, the user must exit from the LCC Model and then reinstate the Model as he did for his initial run.

The next two computer prompted questions in the example allow the user to designate whether he wants the output of the LCC Model to go to his terminal and/or to the off-line printer. As indicated in Figure 7-15, the user may direct either FULL, PARTIAL, OR NONE of the output to the off-line printer. FULL output consists of thirteen Input Tables which echo the thirteen input Data Files, seven LCC Output Tables, and an LCC Sensitivity Analysis Table. PARTIAL output consists of only the first three LCC Output Tables.

Output directed to the user's terminal, if requested, consists of Output Tables 1, a slightly condensed version of Output Table 3, and an LCC Sensitivity Analysis Table. These output tables are discussed fully in Section 7.7 and a full set of illustrative output tables is also presented in Appendix B.

If the user directs that the output of the LCC Model should go to the off-line printer, then the next computer instruction printed is "SUBMIT A TITLE FOR THIS RUN:". The user may then designate his current run with a title consisting of at most 28 characters. This title will appear on the header to the off-line output when the current run is processed. The differing titles of successive interactive reruns of the LCC Model will help the user sort out the output from the off-line printer. If output is not to be printed off-line, then a title will not be requested by the LCC Model.

The user then proceeds to the three NAMELIST routines. Before he enters these routines, the computer prints out the instruction, "SET EXITXX=1 IN ANY NAMELIST IF YOU WANT TO EXIT." This instruction means that the user can exit from his current run of the LCC Model during the execution of any of three NAMELIST routines by typing EXITXX=1 as a data input to that NAMELIST. When the NAMELIST is then entered, the processing of the LCC Model is bypassed and the computer-prompted question, "ANOTHER RUN (Y OR N)?" is immediately returned. This option allows the user the flexibility to terminate his current run and either re-initialize his next run or exit from the LCC Model altogether. This option would be useful, for example, if the user were to decide, during one of the NAMELIST routines, that he wanted to change his output designations in the preceding computer-prompted questions.

Next in Figure 7-15, a computer-prompted explanation of NAMELIST /GO1/ is printed. As indicated in this explanation, NAMELIST /GO1/ contains all data input variables from Data Files 1 through 12 that begin with the letters A through M. Before the first execution of NAMELIST /GO1/, these variables are set equal to the values entered in the data input files. To use these values, the user need only submit an empty NAMELIST /GO1/. However, he may override (i.e., overwrite) the values assigned by the input files to any of the NAMELIST /GO1/ variables (and only these variables) by making the proper assignment in this NAMELIST.

Next the user must enter NAMELIST /GO2/. As indicated in Figure 7-15, NAMELIST /GO2/ performs exactly the same function as NAMELIST /GO1/, except that NAMELIST /GO2/ contains all data input variables from Data Files 1 through 12 that begin with the letters N through Z.

As an example, if the user wishes to make changes to the following data input parameters:  $BMH(4) = 1.5$ ,  $RTS(5) = 0.$ ,  $COND(5) = 1.$ ,  $XFR = 1.25$ , then, as indicated in Figure 7-15, he should enter  $BMH(4) = 1.5$ ,  $COND(5) = 1.$  in NAMELIST /GO1/ and  $RTS(5) = 0.$ ,  $XFR = 1.25$  in NAMELIST /GO2/. All other data input parameters will retain the values that they were given in the Data Files. More extensive and sophisticated entries can, of course, be made in NAMELISTs /GO1/ and /GO2/, in accordance with the user's NAMELIST capability. Again, it is emphasized that the NAMELIST format used in the example in Figure 7-15 may not correspond to the format necessary at the user's computer installation. The user must determine his required NAMELIST format from his installation's FORTRAN manual.

After the user enters NAMELISTs /GO1/ and /GO2/, the computer then prints out the prompting for NAMELIST /SENS/. This NAMELIST controls the output of the LCC Sensitivity Analysis calculations. As indicated in the computer prompting, the Model will always output at the user's terminal the LCC sensitivity calculations with respect to the global parameters (listed in Table 3-1 in Section 3.2). For the ITEM-specific parameters for which LCC sensitivity analysis is provided, the user must input values for the control variables of the form LDXXX in NAMELIST /SENS/ to indicate the number of (most significant) sensitivity calculations that should be printed at his terminal for each of the ITEM-specific factors XXX(I). Thus, in the first run of Figure 7-15, the NAMELIST /SENS/ inputs direct that the 6 most significant calculations for each of the factors FR(I), UP(I), and SRU(I) be printed. Because the user did not submit a non-zero value for any other sensitivity control variable LDXXX, LCC sensitivity calculations for the other ITEM-specific factors will not appear at the user's terminal. Note that no index I is used with the LDXXX variables. Thus, set LDFR=6 and not LDFR(I)=6. Note that the factor SRU(I), discussed in Section 6.3, is included with the other ITEM-specific factors which are listed in Table 6-1.

The amount of LCC Sensitivity Analysis printed off-line is determined by the values of the control variables LDXXX and the control variable LDERV. The variable LDERV is also included in NAMELIST /SENS/ where it may be set equal to the minimum number of LCC sensitivity calculations that the user wishes to be printed in "hard-copy" off-line for each of the eight ITEM-specific factors. The actual number of sensitivity calculations for a particular ITEM-specific factor that will be printed off-line would then be equal to the maximum of LDERV and the value of LDXXX for that factor. For example, if LDERV=12 and LDUP=6, then the 12 most significant UP(I) calculations would be printed out off-line and the 6 most



significant UP(I) calculations would be printed out at the user's terminal.

The user should take care that none of the values of the control variables LDERV and LDXXX exceed the number of different ITEM types within his system design. An error will occur in the processing of the LCC Model if this condition is violated.

In addition, since the LCC sensitivity calculations for any one of these eight ITEM-specific factors is printed out in a format of 6 per line at the user terminal, the values of LDXXX specified by the user might as well be multiples of 6 to maximize the output per terminal line; and, since these calculations are printed out in a format of 12 per line on the off-line printer, the specified value of LDERV might as well be a multiple of 12.

If LDERV is not assigned a value in NAMELIST /SENS/, then it "defaults" to a value of 12. Thus, the effect of the input to NAMELIST /SENS/ in the first run in Figure 7-15 below is to direct that the 12 most significant calculations for each ITEM-specific factor be printed out off-line.

For a discussion of how "most significant" LCC sensitivity calculations are defined, the reader should refer to Section 6.1 (immediately before the CAUTIONS) and (for SRU(I)) to Section 6.3.

The user may also input a value for the variable FINC in NAMELIST /SENS/. As described fully in Section 6, the value of FINC represents the fractional increase in each factor undergoing sensitivity analysis that is used to determine the change in LCC. If FINC is not assigned a value in NAMELIST /SENS/, then it "defaults" to a value of 0.25 (as in the first run below).

As soon as NAMELIST /SENS/ is entered, the Model computes the LCC, including Sensitivity Analysis calculations. Then before the output of any data (and assuming no errors have occurred in processing the LCC Model), the computer prints out the message "LCC COMPLETED" and the instruction "IF YOU WISH TO EXIT, HIT -E-, THEN HIT -RETURN-; OTHERWISE ADJUST TERMINAL TO NEW PAGE AND HIT -RETURN-". The first part of this instruction tells the user how to exit from his current LCC Model run without having to wait for the output of the run to be printed. Typing "E" and then "RETURN" has the same effect at this point as entering "EXITXX=1" in any of the NAMELISTs above. Thus, if the "E-RETURN" option is exercised, then no output will be printed, either at the user's terminal or on hard-copy on the off-line printer. Otherwise, to receive the LCC output display, the user may at this point adjust his terminal to a new page (before

performing a carriage return) to enhance the readability of the output tables.

LCC Output Tables 1 and 3 will then be printed at the user's terminal. Since each of these tables takes up two (80 column) pages at a display terminal, the user may have to "clear" his terminal three successive times to view the two complete tables. The two output tables will "break" at convenient points. Since Output Tables 1 and 3 (as well as all other output tables) will be explained in detail in the Section 7.7, it has been left out of Figure 7-15. After these LCC output tables are printed and before the LCC Sensitivity Analysis calculations are displayed, the instruction "IF YOU WISH TO EXIT, HIT -E-, THEN HIT -RETURN-; OTHERWISE, ADJUST TERMINAL TO NEW PAGE AND HIT -RETURN-" is again printed out at the terminal. This instruction has the same effect at this point as was described for its first occurrence. A carriage return response to this instruction will cause a table of LCC Sensitivity Analysis calculations to be printed at the terminal. Again, since this output will also be explained in Section 7.7, it has been left out of Figure 7-15.

There are two possible variations that can occur in the two displays of the last instruction mentioned above. First, if output is not requested at the terminal, then this instruction will appear only once (immediately after "LCC COMPLETED"). Secondly, under "MINIMUM" prompting, only the last half of this instruction will be printed (as indicated by the brackets in Figure 7-15).

After the printout of the LCC Sensitivity Analysis Table has been completed, the computer-prompted question, "ANOTHER RUN (Y or N)-?", is printed at the user's terminal. An "N" response allows the user to exit from the LCC Model computer program. A "Y" response allows the user to rerun the LCC Model beginning with his interactive terminal inputs. Figure 7-15 below also illustrates a typical interactive rerun.

On any interactive rerun of the LCC Model, all overwritten values of NAMELIST /GO1/ and /GO2/ variables are retained from previous runs. In particular, this fact holds true even if a previous run was terminated by executing the "EXITXX=1" option in any NAMELIST. In this case, all inputs to any of the three NAMELISTs, either preceding or following the EXITXX=1 input, are retained for the next run.

After a "Y" response to the "ANOTHER RUN?" question, the computer prompts the question, "AT THIS POINT VARIABLE VALUES ARE AS THEY WERE AFTER THE LAST NAMELISTS WERE SUBMITTED. DO YOU WISH TO RESET

NAMelist /GO1/ AND /GO2/ VARIABLES TO THE VALUES FOUND IN THE INPUT FILES (Y OR N)-?". A "Y" response to this question directs that all NAMelist /GO1/ and /GO2/ variables be set back equal to their initial values found in Data Files 1 through 12. A "N" response to the question directs that the values assigned to these variables through "overwriting" in all NAMelist /GO1/ and /GO2/ statements entered in previous runs during the current interactive session (and since the last "reset") be retained as current values. Thus, an "N" response designates that all NAMelist /GO1/ and /GO2/ variables start off the next run with the values used during the last run.

The remaining interactive computer-prompted questions and user responses have the same structure as in the initial run. The user is asked the three questions, "MINIMUM OR MAXIMUM PROMPTING?", "OUTPUT AT TERMINAL?" and "FULL, PARTIAL, OR NO OUTPUT ON OFF-LINE PRINTER?". His responses have the same implications as described for the initial run. He may next enter a new title for his second run. As indicated by the brackets in Figure 7-15, the "SET EXITXX=1" instruction is then printed on interactive reruns only under "MAX" prompting. However, on the initial run, the "SET EXITXX=1" instruction is printed under either "MAX" or "MIN" prompting.

Next, the user again encounters the three NAMelist routines. Note in the second run of the LCC Model in Figure 7-15 that the maximum prompting portions of the computer instructions to these NAMelists have changed (from those in the first run) to indicate the current status of the respective NAMelist variables. The user may at this point overwrite any selection of the NAMelist /GO1/ and /GO2/ variables that he chooses, keeping in mind the current values of these variables in light of his response to the "RESET?" question.

The values of the NAMelist /SENS/ variables are always retained from the previous run (even if it was terminated by using "EXITXX=1" in NAMelist/SENS). Since these variables are not affected by the user's response to the "RESET" question, the only way to change their values from the previous run is to reassign them via NAMelist /SENS/. Thus, in the second run in Figure 7-15, the value of FINC is changed to 0.20 and the value of LDFR is changed to 0. Thus, no sensitivity analysis calculations with respect to the factor FR(I) will appear on the second run, but because of the input to the previous NAMelist /SENS/, sensitivity calculations with respect to UP(I) and SRU(I) will still appear.

After NAMELIST /SENS/ is again entered, the processing of the second run of the LCC Model takes place. The subsequent computer prompted directives and possible user responses are exactly the same as described for the initial run. The user may continue in this fashion, altering his data inputs and output formats through the three NAMELISTs, and making as many runs as he wishes, until he responds "N" to the question "ANOTHER RUN".

AFSATCOM TERMINAL UPGRADES LCC MODEL

MINIMUM OR MAXIMUM PROMPTING (MIN OR MAX)-?

max

OUTPUT AT TERMINAL (Y OR N)-?

y

OFF-LINE OUTPUT: FULL, PARTIAL, OR NONE (F, P, OR N)-?

f

SUBMIT A TITLE FOR THIS RUN:

first run

SET EXITXX=1 IN ANY NAMELIST IF YOU WANT TO EXIT.

[NAMELIST /GO1/ CONTAINS ALL VARIABLES FOUND IN THE INPUT FILES  
THAT BEGIN WITH THE LETTERS A TO M.

AT THIS POINT, NAMELIST /GO1/ VARIABLES CONTAIN VALUES AS IN  
THE INPUT FILES.

TO USE THESE VALUES, SUBMIT AN EMPTY NAMELIST /GO1/.

TO OVERRIDE ANY OF THESE VALUES, SUBMIT A NON-EMPTY NAMELIST /GO1/.]

SUBMIT NAMELIST /GO1/ IN NAMELIST FORMAT:

\$go1 bmh(4)=1.5, cond(5)=1. \$end

[NAMELIST /GO2/ CONTAINS ALL VARIABLES FOUND IN THE INPUT FILES  
THAT BEGIN WITH THE LETTERS N TO Z.

AT THIS POINT, NAMELIST /GO2/ VARIABLES CONTAIN VALUES AS IN  
THE INPUT FILES

TO USE THESE VALUES, SUBMIT AN EMPTY NAMELIST /GO2/.

TO OVERRIDE ANY OF THESE VALUES, SUBMIT A NON-EMPTY NAMELIST /GO2/.]

SUBMIT NAMELIST /GO2/ IN NAMELIST FORMAT:

\$go2 rts(5)=0., xfr=1.25 \$end

Figure 7-15

Sample User Terminal Interactive Session

[NAMELIST /SENS/ CONTAINS VARIABLES THAT CONTROL THE  
DISPLAY OF THE SENSITIVITY ANALYSIS.  
AT THIS POINT, THE TERMINAL DISPLAYS SENSITIVITY WITH  
RESPECT TO ONLY GLOBAL SENSITIVITY VARIABLES.  
FOR THE SAME TERMINAL DISPLAY, SUBMIT AN EMPTY NAMELIST /SENS/.  
SUBMIT NAMELIST /SENS/ IN NAMELIST FORMAT:]

Ssens ldfr=6, ldup=6, ldsru=6 \$end

LCC COMPLETED.

[IF YOU WISH TO EXIT, HIT -E-, THEN HIT -RETURN-; OTHERWISE,]  
ADJUST TERMINAL TO NEW PAGE AND HIT -RETURN-.

(LCC OUTPUT TABLES 1 AND 3)

[IF YOU WISH TO EXIT, HIT -E-, THEN HIT -RETURN-; OTHERWISE,]  
ADJUST TERMINAL TO NEW PAGE AND HIT -RETURN-.

(SENSITIVITY ANALYSIS TABLE)

ANOTHER RUN (Y OR N)-?

y

AT THIS POINT, VARIABLE VALUES ARE AS THEY WERE AFTER LAST  
NAMELISTS WERE SUBMITTED. DO YOU WISH TO RESET NAMELIST /CO1/ AND  
/GO2/ VARIABLES TO THE VALUES FOUND IN THE INPUT FILES (Y OR N)-?

n

MINIMUM OR MAXIMUM PROMPTING (MIN OR MAX)-?

max

Figure 7-15

Sample User Terminal Interactive Session  
(Continued)

OUTPUT AT TERMINAL (Y OR N)-?

y

OFF-LINE OUTPUT: FULL, PARTIAL, OR NONE (F,P, OR N)-?

p

SUBMIT A TITLE FOR THIS RUN:

second run

SET EXITXX=1 IN ANY NAMELIST IF YOU WANT TO EXIT

[NAMELIST /GO1/ CONTAINS ALL VARIABLES FOUND IN THE INPUT FILES  
THAT BEGIN WITH THE LETTERS A TO M.

AT THIS POINT, NAMELIST /GO1/ VARIABLES ARE AS THEY WERE AFTER  
THE LAST NAMELIST /GO1/ WAS SUBMITTED.

TO USE THESE VALUES, SUBMIT AN EMPTY NAMELIST /GO1/.

TO OVERRIDE ANY OF THESE VALUES, SUBMIT A NON-EMPTY NAMELIST /GO1/.]

SUBMIT NAMELIST /GO1/ IN NAMELIST FORMAT:

\$gol Send

[NAMELIST /GO2/ CONTAINS ALL VARIABLES FOUND IN THE INPUT FILES  
THAT BEGIN WITH THE LETTER N TO Z.

AT THIS POINT NAMELIST /GO2/ VARIABLES ARE AS THEY WERE AFTER  
THE LAST NAMELIST /GO2/ WAS SUBMITTED.

TO USE THESE VALUES, SUBMIT AN EMPTY NAMELIST /GO2/.

TO OVERRIDE ANY OF THESE VALUES, SUBMIT A NON-EMPTY NAMELIST /GO2/.]

SUBMIT NAMELIST /GO2/ IN NAMELIST FORMAT:

Figure 7-15

Sample User Terminal Interactive Session  
(Continued)

\$go2 \$end

[NAMELIST /SENS/ CONTAINS VARIABLES THAT CONTROL THE  
DISPLAY OF THE SENSITIVITY ANALYSIS.

AT THIS POINT, THE TERMINAL SENSITIVITY DISPLAY IS  
AS IT WAS ON THE PREVIOUS RUN.

FOR THE SAME TERMINAL DISPLAY, SUBMIT AN EMPTY NAMELIST /SENS/.

FOR A DIFFERENT TERMINAL DISPLAY, SUBMIT A NON-EMPTY NAMELIST /SENS/.]

SUBMIT NAMELIST /SENS/ IN NAMELIST FORMAT:

\$sens finc=.20, ldfc=0 \$end

LCC COMPLETED.

[IF YOU WISH TO EXIT, HIT -E-, THEN HIT -RETURN-: OTHERWISE,]  
ADJUST TERMINAL TO NEW PAGE AND HIT -RETURN-.

(LCC OUTPUT TABLES 1 AND 3)

[IF YOU WISH TO EXIT, HIT -E-, THEN HIT -RETURN-: OTHERWISE,]  
ADJUST TERMINAL TO NEW PAGE AND HIT -RETURN-.

(SENSITIVITY ANALYSIS TABLE)

ANOTHER RUN (Y OR N)-?

n

Figure 7-15

Sample User Terminal Interactive Session  
(Concluded)



### 7.7 Operation of the LCC Program in Batch Mode

The ATU LCC Model may be easily converted from its normal interactive mode of operation to a batch mode by merely storing the appropriate interactive user responses in an internal data file and properly adjusting the assignment of device channel numbers. All other aspects of running the LCC Model would remain the same in batch mode as they are in interactive mode. This procedure is explained in greater detail below. (To avoid redundancy, it is assumed that the reader is familiar with the material in Sections 7.1 through 7.6).

To convert to batch mode, the user should create two internal data files. The first of these files should contain the responses which, in interactive mode, would have been input by the user at the terminal. Channel number 5 should be assigned to this file. The second of these files should just be a dummy file to absorb normal computer-prompted messages which, in interactive mode, are displayed at the user's terminal. The user should assign channel number 6 to this dummy file.

The responses which the user puts in the channel 5 file must be consistent with the description found in Section 7.6 and the illustration found in Figure 7-15. Each user response should be listed on a separate and consecutive line in the data file. For example, the interactive interface between user and computer that is illustrated in Figure 7-15 of Section 7.6 would be equivalently simulated in batch mode by creating the two data files described above. A listing of the first of these data files would then be given by Figure 7-16 below.

Thus the lines in Figure 7-16 contain, in sequence, the user responses to the computer-prompted requests listed in Figure 7-15. The reader should compare the corresponding user inputs between Figure 7-15 and Figure 7-16. In particular, he should note that the first blank line in Figure 7-16 serves as a carriage return response to the computer directive, "IF YOU WISH TO EXIT, HIT -E-, THEN HIT -RETURN-; OTHERWISE, ADJUST TERMINAL TO NEW PAGE AND HIT -RETURN-"., which immediately follows the "LCC COMPLETED" message. The next blank line in Figure 7-16 serves as a carriage return response to the same directive when it is again prompted after the printing of the LCC Output Tables in Figure 7-15.

```

max
y
f
first run
$g01 bmh(4)=1.5, cond(5)=1. $end
$g02 rts(5)=0., xfr=1.25 $end
$$sens ldf=6, ldup=6, ldsru=6 $end
(blank line)
(blank line)
y
n
max
y
p
second run
$g01 $end
$g02 $end
$$sens finc=.20, ldir=0 $end
(blank line)
(blank line)
n

```

Figure 7-16

Data File for Batch Mode Version of Figure 7-15

Of course, the user responses in Figure 7-15 are not very appropriate for batch mode. In particular, since the output which would go to the user's terminal under interactive mode is just dumped into a dummy file in batch mode, this portion of the LCC output should be kept to a minimum. Hence, in batch mode, minimum prompting should be requested and the user response to the question "OUTPUT AT TERMINAL (Y or N)-?" should be "N". In addition, the value of each control variable of the form LDXXX should be left at its default value of 0 by merely leaving these variables out of NAMELIST /SENS/.

Thus a more appropriate set of user responses to be listed in the first additional internal data file under batch mode is illustrated by Figure 7-17 below.

```

min
n
f
first run
$gol $end
$go2 $end
$sens lderv=24 $end
(blank line)
y
n
n
p
second run
$gol $end
$go2 xuc=1.25, xfr=.70 $end
$sens finc=.20 $end
(blank line)
n

```

Figure 7-17

Typical Data File for Batch Mode

Note in Figure 7-17 that minimum prompting is requested on the first run, hence, as described in Section 7.5, this prompting question will not be asked on the second run and therefore no "max" or "min" response is required for the second run. Also note, since the response to the question "OUTPUT AT TERMINAL-?" is "n", that only one blank line is required in the first (and second) run of Figure 7-17 because no carriage return between the output of the LCC Tables and the Sensitivity Analysis Table is required if no output is directed to the "terminal" (i.e., the dummy file in batch mode). Again, the reader should compare the user responses in Figure 7-17 to the computer prompted sequence of requests which are discussed in Section 7.5.

In batch mode the user may still make as many successive reruns of the LCC Model as he wishes, provided that the responses which he lists in the data file are consistent with the computer prompted requests that are generated. An inconsistent response would terminate the processing of the LCC Model and cause an error message to be displayed on the off-line printer.

### 7.8 Operation of the RLA Program

The purpose of using the RLA Program is to reach a good decision on the repair level for each ITEM. In terms of the input data to the LCC Program, one is to determine the RL(I) value for each ITEM type I. To do this, the following data files must be set up as inputs to the RLA Program:

- o Data File 9A - This is to provide the initial RL(I) values set by the user. These values are not used directly in the RLA procedure, but rather they will be checked with the RLA-derived on LCRL(I) values to indicate any differences. Also, the values of COND(I) in Data File 9A will be checked to see if COND(I)=1. for any ITEM I, in, which case LCRL(I) will be automatically set to 3 (discard-on-failure) in the RLA procedure for that ITEM.
- o Data File 8B - This is to provide the LRU/SRU Cross-Reference Data QPA(IL,IS). The RLA Program does not perform any error checking on Data File 8B. The Preprocessor will perform this error checking, and so it is recommended that it be run to verify the proper format of Data File 8B. (See Section 7.5).
- o Data File 13 - This is a save file with the values TIAC(I,R) calculated by 6 special LCC Program runs, which are executed consecutively in batch mode. The data file for conducting these 6 runs is listed in Figure 7-18. The total ITEM support cost TIAC(I,R) for global repair strategies R=1 through R=6 are calculated respectively in these six LCC runs and saved in Data File 13 as an input to the RLA Program.

With these inputs, the RLA Program is executed to produce the recommended repair level LCRL(I) for each ITEM type I (the detailed instruction for this part of operation will be furnished later). The LCRL(I) value is then used by the Program to replace RL(I) on a copy of Data File 9A (the original Data File 9A will be left intact). The new Data File 9A with the updated RL(I)s can then be used for the final LCC Program run, and any further change on the RL(I)s can still be made through the NAMELIST capability of the LCC Program. The LCRL(I)s will also be printed by the RLA Program with an indicator to flag any difference between LCRL(I) and the original RL(I) value.

min	n
n	n
f	f
first run: R=1	fourth run: R=4
\$go1 \$end	\$go1 \$end
\$go2 R=1 \$end	\$go2 R=4 \$end
\$sens \$end	\$sens \$end
(blank line)	(blank line)
(blank line)	(blank line)
y	y
n	n
n	n
f	f
second run: R=2	fifth run: R=5
\$go1 \$end	\$go1 \$end
\$go2 R=2 \$end	\$go2 R=5 \$end
\$sens \$end	\$sens \$end
(blank line)	(blank line)
(blank line)	(blank line)
y	y
n	n
n	n
f	f
third run: R=3	sixth run: R=6
\$go1 \$end	\$go1 \$end
\$go2 R=3 \$end	\$go2 R=6 \$end
\$sens \$end	\$sens \$end
(blank line)	(blank line)
(blank line)	(blank line)
y	n

Figure 7-18

Data File for Six LCC Runs for RLA Input

### 7.9 Description of Model Output Tables

A general description of the LCC Model output was given in Section 6.2.3. Output of the LCC Model can be directed by the user to either "hard-copy" on the off-line printer or to the user's terminal (or both), as described in Section 7.5. An example of the full off-line output of the LCC Model is given in Appendix B. This section gives a table by table explanation of the significance of this output. Since the output displayed at the user's terminal is just a subset of the off-line output (as described in Section 7.5) our description of the output in Appendix B will also cover the output displayed at the terminal.

Note: Since fictitious contractor data was used to generate the output in Appendix B, the user should in no way construe that the values displayed are meant to be representative of prospective ATU designs.

As illustrated in Appendix B, each listing of output on the off-line printer is preceded by the heading, "ATU LCC MODEL", and the title of the current run (i.e., the title submitted at the terminal by the user).

The first component of off-line output of the LCC Model is an echoing of the thirteen input data files. As shown in Appendix B, the inputs to these files are listed in fifteen successive tables, where in each table the variable name, a brief definition, and the assigned value of each data parameter is printed out. As mentioned previously, this listing of the values of data parameters allows the user to check that his data was input correctly to the LCC Model. Note that the Input Table number in which each parameter is printed in Appendix B is the same as the Data File number in which it is entered into the LCC Model.

The order in which data input parameters are printed out in Input Tables 2 through 11A in Appendix B is the same as the order in which these parameters appear in the corresponding Data Files. (This fact is borne out by comparing Input Tables 2 through 11A in Appendix B with Figures 7-2 through 7-17 in Section 7.3.

After the fifteen tables of input data, the next section of output to the off-line printer contains the total LCC of the user's ATU design, broken down into various categories in seven separate tables. As shown in Appendix B, Output Table 1 of this section contains a breakdown of the total LCC in terms of its eleven Top-Level Cost Elements, i.e., Full Scale Engineering Development, Production (Prime Mission Equipment (PME) and Other), Operations,

Modification/Installation, Spares (Investment and Replacement), Support Equipment, On-Equipment Maintenance, Off-Equipment Maintenance, Training, Inventory Management, and Technical Orders. Each cost element is broken down into three program phases: Development, Production, and Support. The last column of Output Table 1 gives a total cost for each cost element and the last row of the table shows a total for each of the three program phases. A total Life Cycle Cost is given in the lower right hand corner of Output Table 1.

Output Table 2 presents a detailed breakdown of the Modification Installation Cost Element. It exhibits the recurring MOD/I costs broken down into costs incurred by each individual platform grouping. This portion of the table is self-explanatory and is easily interpreted by referring to the equation for platform NP recurring MOD/I cost,  $RMICA(NP)$ , which is presented in Section 2.3.3. In particular, the "Retrofit Mod/I Total" is the sum over "Field" and "Depot" modifications (i.e., modes  $M=2$  and  $M=3$ ). The "Production Mod/I Total" is the sum for "Production" modifications (i.e., mode  $M=1$ ).

Output Table 3 presents a breakdown of the Top-Level Initial Support and Recurrent Operations & Support Cost Elements which appeared in Output Table 1. As shown in Appendix B, the Initial Spares cost element is considered as an "Initial" or acquisition cost, while the cost elements, Added Fuel, Operations Labor, Replacement Spares, On-Equipment Maintenance, and Off-Equipment Maintenance are considered as "Recurring" costs. In addition, the costs of purchasing required SE is considered an Initial cost, while the cost of maintaining SE (at the fraction  $MSE(L)$  of unit cost per year) is considered a Recurring cost. The partitioning of the SE Cost Element into Initial and Recurring costs can be determined by examining its equation in Section 2.3.9. Also, the cost of entering new items in the Air Force depot-level inventory management system (at a cost of IMC dollars per item) is considered an Initial cost, whereas the cost of maintaining items in the inventory at the base and depot levels (at costs of SA and RMC dollars per item per year, respectively) is considered a Recurring cost. This separation of cost into Initial and Recurring portions can be determined from the ITEM Inventory Management Cost Element equation which is presented in Section 2.3.7. Similarly, the acquisition of technical orders and type 1 training will incur Initial costs, while the upkeep of technical orders and other training activities will incur Recurring costs. Again, these breakdowns of costs can be determined from the equations for Maintenance Training and Technical Orders in Sections 2.3.11 and 2.3.12.

All of the cost elements listed in Output Table 3 have their costs calculated within the computerized LCC Model for each individual base type NS and the depot. Thus, each of these cost elements may be easily divided into costs incurred at the various locations indicated in the table. The base indicators BTYPE(NS) and BPLAT(NS) which appear in Input Table 2 are utilized to perform this allocation of costs. These two indicators are also used to determine the numbers of different bases which appear at the bottom of Output Table 3.

Output Table 4 (in three parts: A, B, and C) in Appendix B shows the breakdown of costs and other corrective maintenance characteristics which can be attributed to individual ITEM types. In particular, the first part of the table (4A) presents the value of the ITEM specific costs ISCA(I), RSCA(I), ONMCA(I), OFMCA(I), UNMCA(I), TDC(I), and MTRCI(I) whose equations appear in Sections 2.4.4, 2.4.5, 2.4.6, 2.4.7, 2.4.9, 2.4.10 and 2.4.11 respectively. Note that the bottom totals for these columns give the total cost of the Initial Spares, Replacement Spares, On-Equipment Maintenance, Off-Equipment Maintenance, Maintenance Training, Technical Data, and ITEM Inventory Management Cost Elements, respectively. These cost elements also appear in Output Table 3.

The costs in Output Table 4A are presented in thousands of dollars. In addition, the cost elements for Production, Mod/Installation, Operations Labor, Added Fuel, and Support Equipment do not appear in Output Table 4A, because these costs are not directly attributable to individual ITEM types.

The column designated "Corrective Maintenance Cost per Failure" shows the average cost of Replacement Spares, On-Equipment and Off-Equipment Maintenance per ITEM failure, i.e., the sum of kSCA(I), ONMCA(I) and OFMCA(I) divided by the number of lifetime failures of ITEM type I which is given in the last column of the second part (4B) of the table. Note that the costs of Initial Spares, Maintenance Training, Technical Data, and ITEM Inventory Management are not included in this figure because the costs in these categories are not incurred in association with individual ITEM failures.

The second part of the Table 4 (4B) lists for each ITEM the total number installed in the system, total initial spares at bases, and total initial spares at the depot. Their sum is then listed in the fourth column. The monthly and lifetime failures for each ITEM are presented in the next two columns. The learned unit cost is given in the next column followed by the production contract procurement quantity (i.e., the total number of PME ITEMS and initial and



replacement spares which will be bought under the production contract).

The last part of the Table 4 (4C) gives the average corrective maintenance costs per LRU failure and per SRU failure as well as the estimated total number of LRU failures system-wide.

Output Table 5 presents costs (in thousands of dollars) and requirements for each individual SE type L. The SE costs included are the unit lifetime cost, technical orders cost, and SE development cost. Recall that, within the LCC Model, common SE which is available on-site may be acquired and costed on a fractional, pro-rated basis, depending on its utilization for ATU. Thus, the Model may charge, say, .25 of such a SE unit to a particular base location or the depot. All SE requirements in the table, however, (except for the depot) are rounded to the nearest integer.

Common SE which requires procurement for ATU use (i.e., common SE which is not on the Air Force provided list) and PSE must be acquired within the LCC Model in unit quantities. Thus the full unit cost of this SE will be incurred if this SE is required for even low utilization.

Also given in Output Table 5 is the Total UCT Software Development Cost. This cost is added to Total System Lifetime Cost to get the total Support Equipment Cost.

Output Table 6 exhibits the average total (series) failure rate per platform of each type NP in terms of both failures per month and per million operating hours. Per terminal failure rates by platform type are also shown and are obtained by dividing the per platform failure rates by the number of terminals per platform (i.e., by NTRMP(NP))

The per platform failure rates represent the sum of the (series) failure rates of all ATU ITEMS which are installed on that platform type (i.e., NITEM(I,NP)). The total number of platforms within each grouping NP for the ATU is also displayed in Output Table 6. By multiplying these numbers by the per platform failure rates, one can obtain the system-wide failure rates of complete platform groupings.

Output Table 7 lists for each base type the maintenance manpower requirements per year per base. These requirements are broken down into two areas: manpower for maintenance itself and that for its management data (both in man-hours). The sum of the two is listed (in man-years) in the fourth column of the table. And the last two

columns of the table show the total manpower requirements per year per base type, first in man-hours and then in man-years. At the end of each of these two columns, it shows the total for all the base types, the total for the depot, and then their sum or the grand total.

Also shown in the lower portion of Output Table 7 are the total manpower requirements for maintenance training. They are listed in manyears for the first year and then for each subsequent year.

The last section of the main output contains the results of the LCC Sensitivity Analysis calculations. As fully described in Section 6, the Sensitivity Analysis calculations yield the average change (either positive or negative) in the total LCC which is produced by a fractional change in the value of each of the factors XUC, XFR, XFPR, BMF/DMF, XRM, PIUP, XMIL, UP(I), FR(I), FPR(I), RM(I), RTS(I), NRTS(I), COND(I), and LRU(I). (LCC sensitivity with respect to LRU(I) actually measures the cost impact of changing ITEM type I from an SRU to an LRU and hence is not associated with a fractional change -- see Section 3.4). For a full appreciation of the significance and the limitations of the LCC Sensitivity Analysis calculations, the user should read Section 3 thoroughly. In particular, the user should read through the "Cautions" listed in Section 3.2.

The LCC Sensitivity Analysis Table first gives the changes in LCC produced by a percentage change (equal to FINC) in each of the global scalar factors XUC through XMIL above. For the remaining eight factors, which are all subscripted by ITEM type, a specific number of the "most significant" calculations are displayed for each factor. The specific number of calculations displayed for each factor is determined by the values of the control variables LDERV and LDXXX, as described in Section 7.6. Here the "most significant" calculations follow the definitions given in Sections 3.2 and 3.3.

Thus, under the heading for each of the eight subscripted factors in the LCC Sensitivity Analysis Table, the calculations pertaining to individual ITEM types are presented in a column by column fashion in order of decreasing significance (i.e., most significant appear first). In a given column, representing a particular ITEM type, the three values displayed represent, respectively, the index number of the ITEM type, the actual (i.e., not fractional) change in the value of the factor that is used to determine the change in LCC, and the resulting change in LCC produced by the given change in the factor.

Note, in particular, that the change in the value of  $FR(I)$ , the failure rate of ITEM type I, is expressed in terms of failures per million operating hours. Also, the change in the  $SRU(I)$  factor is given as 1 if the calculation represents the estimated cost difference produced by changing ITEM type I from an SRU to an LRU. The change in  $SRU(I)$  is given as 0 if ITEM type I cannot be changed from an SRU to an LRU (e.g., if it is already an LRU). In addition the change in the value of  $RM(I)$ , the repair materials factor, is expressed in terms of the change in the cost of repair materials per repair of ITEM type I (i.e., the change in  $RM(I)*UP(I)$ ), rather than just the change in the factor  $RM(I)$  itself.

Also note that, for  $RTS(I)$ ,  $NRTS(I)$ ,  $COND(I)$ , and  $SRU(I)$ , only negative changes in LCC will appear in the table, indicating a savings in LCC. This is because, for these four factors, "most significant" is defined as largest negative LCC sensitivity analysis calculations. Thus, to facilitate the sorting of most significant sensitivity calculations, positive changes in LCC for these four factors will be zeroed out. For the other four ITEM-specific factors  $UP(I)$ ,  $FR(I)$ ,  $FPR(I)$ , and  $RM(I)$ , "most significant" LCC sensitivity analysis calculations are interpreted as meaning those which are largest in absolute value, because these calculations are basically two-sided (again, see "Cautions" in Section 3.2).

Finally, the output printed at the user's terminal by the LCC Model consists only of Output Table 1 (in the exact same format as it appears in Appendix B), Output Table 3 (where the INDEP, CIMF, SATEL BASE, and BASE TOTAL columns have been deleted) and the Sensitivity Analysis Table. In addition, at the terminal there may be fewer calculations displayed for each of the eight ITEM-specific factors mentioned above, depending again on the values of the control variables  $LDERV$  and  $LDXXX$ , as described in Section 7.6. None of the echoed input tables or other Output tables will be displayed at the user's terminal.

## APPENDIX A

### GLOSSARY OF VARIABLES

A(I,IRM,L)	= Number of pieces of support equipment of type L required in the maintenance of ITEM type I when repair mode IRM exists. (Note: The matrix A should be input in "pointer" form in Data File 10. See Sections 2.3.3 and 6.4.12) (Contractor input in Data File 10)
ACF(I,NS)	= Average off-equipment maintenance cost in dollars per failure of ITEM type I at base NS (Internally calculated in Section 2.4.7)
ACPP	= Average acquisition cost per page for original negatives of technical orders. (Air Force input in Data File 1)
AFC	= Total cost in dollars for the added Fuel Cost component of the Operations Cost Element (Internally calculated in Section 2.4.3)
AKIT(IA,NP)	= Unit cost for each "A-Kit" required for a modification/installation to area IA on platform type NP, to include all installation material costs not included in "Terminal" costs (Contractor input in Data File 5)
AMPM(NP,LO(NS))	= Average prime mission equipment missions per month for platform type NP at a base at location LO(NS). (Air Force input in Data File 3)
APFH(NP,LO(NS))	= Average operating hours per month for platform type NP deployed at base location LO(NS) (Air Force input in Data File 3)

B = (secondary) index used to indicate base groupings, primary index for bases is NS

BAA = Total available active work time per maintenance man in hours/month at a base repair shop (Air Force input in Data File 1)

BCIS(I) = The number of bases which perform intermediate level repair of ITEM type I (and hence require an inventory of ITEM piece parts) (Internally calculated in Section 2.4.9)

BCMH(I) = Average manhours to perform a base shop bench check, screening and fault verification of the removed ITEM prior to initiating repair action or condemning the ITEM. (Contractor input in Data File 9A)

BDATA = Number of additional (beyond these intended for depot use only) distinct pages of system level (not ITEM or support equipment specific) technical orders written for base level maintenance (Contractor input in Data File 1)

BF = Coefficient in the function F which is used to compute ITEM initial spares requirements (Air Force input in Data File 1)

BIRD = Fraction of base-repair-intended failures which are actually repaired at the depot due to insufficient base repair capability. (Air force input in data File 1)

BIS(I) = The number of bases which stock spares of ITEM type I (and hence are charged inventory management costs) (Internally calculated in Section 2.4.9)

BLR = Base Maintenance labor rate in dollars per hour. (Air Force input in Data File 1)

BMF = Base repair maintenance factor, to be applied to repair times to allow for time to get test equipment, parts, etc. (Air Force input in File 1)

BMH(I) = Average manhours to perform base-level corrective maintenance of a failed ITEM of type I, including fault isolation, repair and verification. (Contractor input in Data File 9A)

BPLAT(NS) = Indicator of PME platform types supported by base NS, equals  
 1, if base NS supports mainly airborne platforms,  
 2, if base NS supports mainly ground platforms,  
 (Air Force input in Data File 2)

BRCT = Base repair cycle time, time from removal of a failed ITEM at a base until ITEM is repaired (at the same base) and returned to base inventory. (Air Force input in Data File 1)

BS(I,NS) = Average number of initial spares of ITEM type I that are required at each base within base grouping. (Internally calculated in Section 2.3.5.2)

BSP(NS) = Base level support equipment philosophy, equals  
 1, if PSE only is used  
 2,3, if an MBS and/or a UCT plus additional PSE are used  
 (Contractor input in Data File 2)

BTYPE(NS) = Base types indicator; equals:  
 1, if base NS is an Independent base  
 2, if base NS is a CIMF  
 3, if base NS is a Satellite base  
 (Air Force input in Data File 2)

CFG(LO(NS)) = Cost in dollars per gallon of fuel at operating location LO(NS) (Air Force input in Data File 1)

CIMF(NS) = CIMF base indicator equals 1 if base NS is a CIMF (Centralized Intermediate-level Maintenance Facility) and equals 0 otherwise. (Internally calculated in Section 2.3.2)

COND(I) = Fraction of (removed) failures of ITEM type I which are condemned, due to normal wear-out. (The LCC Model will automatically adjust the COND(I) fraction if ITEM type I is occasionally discarded because its next higher assembly has worn-out or is a discard-on-failure assembly) (Contractor input in Data File 9A)

CPA(I) = Corrected piece part count for ITEM type I; equals PA(I) unless ITEM type I is designated as a discard-on-failure ITEM (i.e., COND(I)=1) in which case CPA(I) is set equal to zero (Internally calculated in Section 2.4.9)

CPD1 = Cost per class per day for type 1 training. (Contractor input in Data File 1)

CPD2 = Cost per class per day for type 2 training. (Air force input in Data File 1)

CPPC = Average one way packing & shipping cost in dollars per (net weight) pound from a satellite base to its associated CIMF (including an adjustment to allow for ratio of packaged weight to unpackaged weight) (Air Force input in Data File 1)

CPPD(LO(NS)) = One-way packing & shipping cost in dollars per (net weight) pound from a base at location LO(NS) to the depot (including an adjustment to allow for the ratio of packaged weight to unpackaged weight) (Air Force input in Data File 1)

CRCT = CIMF repair cycle time, time from removal of a failed ITEM at a satellite base until it is shipped to and repaired at the associated CIMF and placed in CIMF inventory. (Air Force input in Data File 1)

CSE(L) = Unit cost of SE type L in dollars. Should include a pro rata portion of development cost if L is peculiar SE. Should include a pro rata portion of the cost of any new programming required if L is programmable SE. (Contractor input in Data File 7)

DAA = Total available active work time per maintenance man in hours/month at a depot repair shop (Air Force input in Data File 1)

DAD = Average depot handling and repair time in months from removal of a failed ITEM at the depot until it is repaired and placed in depot inventory. (Air Force input in Data File 1)

DATAB(I) = Number of additional distinct pages of technical orders required for base check-out and repair of ITEM type I. (Contractor input in Data File 9B)

DATAD(I) = Number of additional distinct pages of technical orders required for check-out and repair of ITEM type I and written for depot use only. (Contractor input in Data File 9B)

DATAS(L) = Number of additional distinct pages of technical orders required for use of support equipment type L and not including any documentation which may be included in the unit cost of L. (Contractor input in Data File 7)



DDATA = Number of distinct pages of system level (not ITEM or support equipment specific) technical orders intended for depot maintenance only. (Contractor input in Data File 1)

DLR = Depot maintenance labor rate in dollars per hour. (Air Force input in Data File 1)

DMF = Depot repair maintenance factor, to be applied to repair times to allow for time to get test equipment, spare parts, etc. (Air Force input in Data File 1)

DMH(I) = Average manhours to perform depot-level corrective maintenance on a failed ITEM of type I, including bench check-out, screening, fault verification and isolation, repair action and repair verification. (Contractor input in Data File 9A)

DRAG(NP) = Average drag per added antenna element (in lbs.) for platform type NP (Contractor input in Data File 4)

DRCT(LO(NS)) = Depot repair cycle time in months from shipment of a failed ITEM from base NS to the depot until it is received & repaired at the depot and placed in depot inventory (as a function of the location LO(NS) of base NS). (Air Force input in Data File 1)

DS(I) = Number of initial spares of ITEM type I that are required at the depot. (Internally calculated in Section 2.3.5.2)

EBCBI(I,NS)	= Expected intermediate-level maintenance manhours per month expended at a base of type NS in bench-checking of ITEM type I. (Internally calculated in Section 2.3.3)
ERHA(L)	= Expected utilization of support equipment type L. (Internally calculated in Section 2.4.8)
ERHAB(L,NS)	= Expected utilization of support equipment type L at a base of type NS in hours per month. (Internally calculated in Section 2.3.3)
ERHAD(L)	= Expected utilization of support equipment type L at the depot in hours per month. (Internally calculated in Section 2.3.3)
ERHBI(I,NS)	= Expected intermediate-level maintenance manhours per month expended at a base of type NS in maintenance of ITEM type I. (Internally calculated in Section 2.3.3)
ERHD(I)	= Expected manhours per month expended at the depot in the repair of ITEM type I. (Internally calculated in Section 2.3.3)
ERTBI(I,NS)	= Expected intermediate-level maintenance manhours per month expended at a base of type NS in repair of ITEM type I. (Internally calculated in Section 2.3.3)

F = Function used to compute the number of Initial Spares (including safety stock) required to support each ITEM, specifically, for any number X, F(X) is defined as

$$F(X) = X + BF\sqrt{X}$$

where the coefficient BF determines the confidence level for safety spares (e.g., BF=1.65 yields a 95 percent confidence level) (See Section 2.3.5.2)

FAIL(I,NS) = Average number of removal failures (not including repairs in place or false pulls) of ITEM type I per month at each base of type NS. (Internally calculated in Section 2.3.1)

FGH(NP) = Average fuel consumption in gallons per operating hour (without extra drag) for platforms in group NP. (Air Force input in Data File 3)

FINC = Fractional increase applied to those data input parameters for which LCC Sensitivity Analysis is provided. (Interactive data input in NAMELIST /SENS/) (default value =.25)

FPR(I) = False pull rate for ITEM for type I; i.e., that multiple of actual failures which are removed but have not failed. FPR(I) should be calculated so as to satisfy the equation:

$$(\# \text{ of removals}) = (1 + FPR(I)) (\# \text{ of failures}).$$

e.g., if, out of every 125 removals of ITEM type I, there are, on the average, only 100 actual failures, then  $FPR(I) = .25$ . (We assume that only LRUs have non-zero false pull rates.) (Contractor input in Data File 9A)

FR(M,NP) = The fraction of all platforms of type NP which undergo modification/installation in mode M (Air Force input in Data File 4)

FSEDC = The total cost of Full Scale Engineering Development for the ATU Terminal Segment Program. (Contractor input in Data File 1)

FYR(I) = Total failures per year requiring repair for ITEM type I. (Internally calculated in Section 3.2.6.)

GFE(I) = Air Force furnished equipment indicator, equals:  
 1, if ITEM type I is unmodified GFE  
 2, if ITEM type I is modified GFE  
 3, if ITEM type I is new equipment  
 (Contractor input in Data File 8A)

HDWRT(NP) = Hardware cost per terminal type NP. (Internally calculated in Section 2.4.1)

HDWRIT(I,NP) = Hardware cost per LRU type I on platform type NP. (Internally calculated in Section 2.4.1)

HPD1 = Number of inclass hours per day for a type 1 training class. (Contractor input in Data File 1)

HPD2 = Number of inclass hours per day for a type 2 training class. (Air Force input in Data File 1)

I = Index used to indicate ITEM type

IA = Index used for various modification/installation areas on platforms. Values are:  
 1, to indicate Antenna area  
 2, to indicate Electronics Box area  
 3, to indicate Control Head area  
 4, to indicate Cabling area

IIMC = Total cost in dollars for the ITEM Inventory Management Cost Element (Internally calculated in Section 2.4.9)

IIMCA(I) = Total lifetime ITEM Inventory Management Costs in dollars for ITEMS of type I (and their piece parts) (Internally calculated in Section 2.4.9)

IIMCR = Total recurring cost of item inventory management. (Internally calculated in Section 3.2.6)

IL = Index used in place of I to distinguish LRUs for purposes of repair level analysis.

IMC = Initial inventory management cost in dollars to introduce a new procurable part into the Air Force inventory system. (Air Force input in Data File 1)

IMICA(NP) = Total non-recurring modification/installation development cost in dollars for platforms within grouping NP (Internally calculated in Section 2.4.2)

INTRC = Total recurring initial training cost. (Internally calculated in Section 3.2.6)

INTEG(I) = Integration ITEM indicator, equal 1 if ITEM type I is an "Integration Item", i.e., not an integral component of a "Terminal", and equals 0 otherwise. (Contractor input in Data File 8A)

INTR(NP) = Per terminal recurring integration cost for terminal type NP. (Contractor input in Data File 4)

INTNR(NP) = Contractor production costs not accounted for elsewhere, by platform type NP, including systems test and engineering, system/project management, data (except technical orders), and industrial facilities. (Contractor input in Data File 4)

IPCF(I) = Average cost per failure of ITEM type I which is met by repair-in-place, including the costs of both manhours and replacement parts.  
(Contractor input in Data File 9A)

IRM = Index defining the ITEM repair modes, equals  
1, if ITEM is repaired at the depot.  
2, if ITEM is repaired at the base level by PSE if needed only;  
3,4, if ITEM is repaired at the base level by an MBS and/or a UCT plus additional PSE if needed.

IS = Index used in place of I to distinguish SRUs for purposes of repair level analysis.

ISC = Total cost in dollars for the Initial Spares Cost Element. (Internally calculated in Section 2.4.4)

ISCA(I) = Total cost in dollars for the Initial spares of ITEM type I that are required at all locations, i.e., at all bases plus the depot (Internally calculated in Section 2.4.4)

ISSET(L,NS) = Maximum number of copies of support equipment type L required for any maintenance action which will be performed at a base of type NS.  
(Internally calculated in Section 2.3.3)

ISSETD(L) = Maximum number of copies of support equipment type L required for any maintenance action which will be performed at the depot. (Internally calculated in Section 2.3.3)

ITEM = Any component within the ATU system which is either an LRU or SRU, Piece Parts excluded.

IUT(I) = ITEM utilization indicator; equals 1 if a spare of ITEM type I is ever required anywhere in the ATU system (so that depot level inventory management costs are incurred) and equals 0 otherwise (Internally calculated in Section 2.4.9)

K(NP) = Coefficient in thrust-fuel consumption equation for platform type NP (Air Force input in Data File 4)

KFAC(LE(NP)) = The reliability factor used to convert predicted failure rates to operational failure rates as a function of the environment LE(NP) of the host platform NP. (See Section 6.3) (Air Force input in Data File 1)

L = Index used to indicate support equipment type (or grouping)

LC(I) = A factor which is multiplied by the first unit cost of an ITEM type I to give the learned average unit cost.

LDERV = Sensitivity Analysis control parameter. Equals the minimum number of LCC Sensitivity Analysis calculations that are to be printed out off-line for each of the eight ITEM-specific parameters for which LCC Sensitivity Analysis is provided. (interactive data input in NAMELIST /SENS/) (default value=12) (See Section 7.6)

LDXXX = Stands for any of the control variables LDUP, LDFR, LDFPR, LDRM, LDRTS, LDNRTS, LDCOND, LDSRU. If XXX(I) is any one of the eight ITEM-specific factors UP(I), FR(I), FPR(I),..., SRU(I), then the value of LDXXX specifies the number of LCC Sensitivity Analysis calculations for that factor which are to be displayed at the user's terminal. (Interactive input in NAMELIST /SENS/) Default value=0) (See Section 7.6)

LE(NP) = Operating environment of platform type NP, identified by  
 1, Airborne-Fighter  
 2, Airborne-Cargo  
 3, Ground-Fixed/Transportable  
 4, Ground-mobile/manpacks  
 (Air Force input in Data File 3)

LFAC(I) = Learning curve rate for ITEM type I (e.g., LFAC(I) = .95 implies a 95% learning curve).  
 (Contractor input in Data File 8A)

LO(NS) = Location of base NS, designated by:  
 1, for CONUS bases  
 2, for PACIFIC bases  
 3, for European bases  
 (Air Force input in Data File 2)

LRU = Acronym for "line replaceable unit", i.e., an assembly which can be removed and replaced to accomplish organizational level repair.

LRU(I) = LRU indicator, equal 1 if ITEM type I is an LRU and equals 0 otherwise (Contractor input in Data File 8A)

LUP(I) = The average learned unit cost for ITEM type I. (Internally calculated in section 2.4.1)

M = Index for mode in which platform Modification and ATU Installation is performed, identified by:  
 1, if MOD/I performed during platform production  
 2, if MOD/I performed in the field (by a depot team)  
 3, if MOD/I performed at the depot

MIC = Total cost in dollars for the Modification/Installation Cost Element (Internally calculated in Section 2.4.2)



MIFIX(M,NP) = The fixed modification/installation cost in dollars for platform type NP in mod/installation mode M, meant to cover the cost of platform preparation for the mod/installation and the subsequent restoration. (Contractor input in Data File 5)

MILR(M) = Modification/installation labor rate in dollars per manhour for mode M mod/installations (Air Force input in Data File 1)

MI MH(IA,M,NP) = Average manhours to perform a mod/installation to area IA on platform type NP in mode M (Contractor input in Data File 5)

MMPD(NP,LO(NS)) = Timing net minutes of operator labor per day for platform type NP deployed at a base at location LO(NS) (Contractor input in Data File 3)

MMPM(NP) = Prime mission equipment minutes of operator labor per mission for platform type NP to cover initial activation of PME terminals (Contractor input in Data File 3)

MRF = Average manhours per failure to complete off-equipment maintenance records. (Air Force input in Data File 1)

MRO = Average manhours per failure to complete on-equipment maintenance records. (Air Force input in Data File 1)

MSE(L) = The yearly cost of maintaining a piece of Support Equipment (SE) of type L, expressed as a fraction of its unit cost CSE(L) (Contractor input in Data File 7)

MTBMI(I,LE(NP)) = Predicted mean operating time in hours between maintenance actions over the life cycle, for an ITEM of type I operating in environment LE(NP), including maintenance actions involving repair-in-place. The calculation of MTBMI(I,LE(NP)) should be made on the basis of the series (i.e., not system) failure rate of ITEM type I and should include an adjustment for "duty-cycle", as indicated in MIL HDBK 217B (See Section 6.4.10) (Contractor input in Data File 9A)

MTRC = Total cost in dollars for the Maintenance Training Cost Element. (Internally calculated in Section 2.4.11)

MTRCI(I) = Pro rata part of Maintenance Training Cost attributed to ITEM type I. (Internally calculated in Section 2.4.11)

MUSE = Minimum fractional utilization threshold for considering additional support equipment (SE) costs in sensitivity analysis calculations. If a PSE or new CSE unit is utilized less than the fraction MUSE of its available hours, then additional use of this SE unit will produce no predicted added cost in sensitivity analysis calculations (Air Force input in Data File 1)

NAE(NP) = Number of added antenna elements required for installation on platform type NP (Contractor input in Data File 5)

NBC(NS) = For satellite bases, equals the number of bases of type NS which occur within the CIMF system which contains base NS (and equals zero if NS is an independent base or a CIMF) (Air Force input in Data File 2)

NDS(IL) = Number of distinct SRUs contained in one LRU of type IL. (Used to input the matrix QPA(IL,IS) in "pointer form" in Data File 8B) (See sections 6.4.9 and 7.3.9.)

NFB(I,NS) = Average number of ITEMS of type I in the base type NS pipeline, i.e., the average number of ITEMS of type I which are awaiting maintenance action or replacement in supply at base NS. (Internally Calculated in Section 2.3.2)

NFD(I) = Average number of ITEMS of type I in the depot pipeline, i.e., the average number of ITEMS of type I which are awaiting maintenance action or replacement in supply at the depot. (Internally Calculated in Section 2.3.2)

NHB(NS) = For satellite bases of type NS, equals the index of the CIMF base on which it is dependent. Equals 0 if base NS is not a satellite base. (Air Force input in Data File 2)

NHI(I) = Equals 0 if ITEM of which ITEM type I is an LRU and, for SRUs, equals the index number of the next higher level indentured ITEM type I is a component (if an SRU is contained in several larger assemblies, choose the index number of the most common occurrence). (Contractor input in Data File 8A)

NITEM(I,NP) = Average number of ITEMS of type I installed on each platform within grouping NP. (Contractor input in Data File 11)

NJA(I,IRM(I)) = The number of different support equipment types (i.e., different values of L) required in the repair of ITEM type I in repair mode IRM(I) (used to input the matrix A(I,IRM(I),L) in "pointer form" in Data File 10) (See instructions in Section 7.3.12)

NP = Index used to indicate platform groupings

NPLT(NP,NS) = Average number of platforms of type NP deployed at each base of type NS (Air Force input in Data File 6)

NRM(I) = The number of different repair modes which can be used in the check-out and/or repair of ITEM type I. (Contractor input in Data File 10)

NRMI(NP) = Total non-recurring mod/installation costs for the installation of the ATU equipment into platforms of type NP. This should include costs of: non-recurring engineering to design, develop, integrate, test, and qualify the required installation; non-recurring testing (including ground testing and flight testing) necessitated by the mod/installation; proofing activities necessitated by the mod/installation including one production group A-kit and the engineering manpower required to install, approve, and/or revise the design of the mod/installation; non-recurring data required for the mod/installation. (Contractor input in Data File 4)

NRTS(I) = Fraction of (removed) failures of ITEM type I which must be repaired at the depot level. (The LCC model will automatically adjust the NRTS(I) fraction to include those intermediate-level repairs of ITEM type I which must be performed at the depot due to circumstance, e.g., if ITEM type I is an SRU and its higher LRU is depot repaired for some proportion of its failures (Contractor input in Data File 9A)

NRUC = Number of years of replacement spares to be procured under the ATU production contract(s). (Air Force input in Data File 1)

NS = Index used to indicate base groupings

NSEB(L,NS) = Number of copies of support equipment type L required at each base of type NS (fractional utilization of common SE is allowed) (Internally Calculated in Section 2.3.3)

NSED(L) = Number of copies of support equipment type L required at the depot (Internally Calculated in Section 2.3.3)

NTL(IS) = Total number of SRU ITEM type IS in all the LRUs.

OC = Total cost in dollars for the Operations Cost Element (Internally calculated in Section 2.4.3)

OFMC = Total cost in dollars for the Off-Equipment Maintenance Cost Element (Internally calculated in Section 2.4.7)

OFMCA(I) = Total Off-Equipment Maintenance Cost in dollars due to repairs of ITEMS of type I (Internally calculated in Section 2.4.7)

OLC = Total cost in dollars for the Operational Labor Cost component of the Operations Cost Element (Internally calculated in Section 2.4.3)

ONMC = Total cost in dollars for the On-Equipment Maintenance Cost Element (Internally calculated in Section 2.4.6)

ONMCA(I) = Total lifetime cost in dollars for all Cn-Equipment Maintenance actions on ITEMS of type I (Internally calculated in Section 2.4.6)

OST(LO(NS)) = Average order & shipping time from a base NS to the depot (as a function of the location of the base LO(NS)), i.e., the time (in months) from when a replacement ITEM is ordered from the depot until it is received and placed in base serviceable stock (Air Force input in Data File 1)

OSTC = Average order & shipping time in months from a satellite to its associated CIMF (Air Force input in Data File 1)

PA(I) = Number of subassemblies or piece parts within ITEM type I which would be added to the Government inventory system if ITEM type I were repaired in the system (Contractor input in Data File 8A)

PAL1 = Average daily pay and allowance during training for a type 1 trainee. (Air Force input in Data File 1)

PAL2B = Average daily pay and allowance during training for a type 2 base trainee. (Air Force input in Data File 1)

PAL2D = Average daily pay and allowance during training for a type 2 depot trainee. (Air Force input in Data File 1)

PBDV(L) = Portion of support equipment development cost contributed by support equipment type L at the base level. (Internally calculated in Section 2.4.8)

PDIV(NP) = Factor defining total effective number of types of platforms in platform grouping NP. (Air Force input in Data File 4)

PDDV(L) = Portion of support equipment development cost contributed by support equipment type L at the depot level. (Internally calculated in Section 2.4.8)

PIUP = Operational lifetime in years of the ATU program. (Air Force input in Data File 1)

PME = Acronym for "prime mission equipment".

PMEQ(I) = Total prime mission equipment procurement quantity for LRU ITEMS of type I. (Internally calculated in Section 2.3.5.1)

PMLR = Prime mission equipment operator labor rate in dollars per hour (Air Force input in Data File 1)

PPSE(I,L) = Portion of the manhours of support equipment use (type L) attributed to ITEM type I. (Internally calculated in Section 2.4.10)

PPTM(I) = Portion of ONMC and OFMC attributed to ITEM type I. (Internally calculated in Section 2.4.10)

PRODC = Total cost in dollars for the Production Cost element (Internally calculated in Section 2.4.1)

QPA(IL,IS) = Number of units of SRU type IS contained in one unit of LRU type IL. (Note: The matrix QPA(IL,IS) should be input in "pointer form" in Data File 8B. See instructions in Section 7.3.9.) (Contractor input in Data File 8B)

QSA(I,IRM,K) = A three digit code whose units digit equals the number of copies of the Kth support equipment type that is required for a maintenance action on the ITEM type I and whose hundreds digit indicates the nature of the maintenance action for which this SE is required. The K stands for the order that the SE type is listed in Data File 10 and not the SE index number. (Used to input matrices A(I,L) and SECODE(I,L) in "pointer form" in Data File 10) (See sections 6.4.12 and 7.3.12)

QTYP1 = Number of trainees for type 1 training. (Air Force input in Data File 1)

QTYP2B = Initial number of base trainees for type 2 training. (Air Force input in Data File 1)

QTYP2D = Initial numbers of depot trainees for type 2 training. (Air Force input in Data File 1)

R = Global repair strategy indicator primarily used to generate the input file necessary for the Repair Level Analysis program. The value of R automatically sets ITEM repair levels according to the following scheme:



<u>R</u>	<u>All LRUs</u>	<u>All SRUs</u>
0	as input by user	as input by user
1	base repair	base repair
2	base repair	depot repair
3	base repair	discard on failure
4	depot repair	depot repair
5	depot repair	discard on failure
6	discard on failure	discard on failure

(Contractor input in Data File 1)

RCPP = Technical order reproduction cost per copy per page. (Air Force input in Data File 1)

RIP(I) = Fraction of maintenance actions on ITEM type I which are met by repair-in-place with piece parts. (Contractor input in Data File 9A)

RL(I) = Repair level code for ITEM type I;  
= 0 if initially input RTS(I), NRTS(I), and COND(I) values are to be used;  
= 1 If RTS(I), NRTS(I), and COND(I) are to be internally calculated to represent base repair of ITEM I;  
= 2 if RTS(I), NRTS(I), and COND(I) are to be internally calculated to represent depot repair of ITEM I;  
= 3 if RTS(I), NRTS(I), and COND(I) are to be internally calculated to represent discard-on-failure of ITEM I.  
(Contractor input in Data File 9A)

RM(I) = Repair materials factor for ITEM type I, equals the fraction of UP(I) that is consumed ( in piece parts below the ITEM indenture level) in the repair of ITEM type I (Contractor input in Data File 8A)

RMC = Recurring annual inventory management cost in dollars to maintain an ITEM or piece part in the depot-level Air Force inventory system (Air Force input in Data File 1)

RMH(I) = Average number of manhours required to remove and replace a failed LRU ITEM type I from its host platform. This should include time spent in isolating a failure to the LRU, removing the LRU, installing a replacement LRU, and in verifying restoration of the system to operational status. (Contractor input in Data File 9A)

RMI(I,NS) = A value of IRM defining the particular repair mode which ITEM type I will have at base NS. (Internally calculated in Section 2.3.3)

RMICA(NP) = Average recurring modification/installation cost in dollars per platform within grouping NP (Internally calculated in Section 2.4.2)

RMTRC = Total recurring costs of maintenance training. (Internally calculated in Section 3.2.6)

RSC = Total cost in dollars of the Replacement Spares Cost Element (Internally calculated in Section 2.4.5)

RSCA(I) = Total lifetime cost due to ITEMS of type I for Replacement Spares (including repair materials costs) (Internally calculated in Section 2.4.5)

RTS(I) = Fraction of removed failures (i.e., failures not repaired-in-place) of ITEM type I which can be repaired at the intermediate level, assuming that the ITEM has been removed from its next higher assembly at the intermediate level. (The LCC model will automatically correct the RTS(I) fraction to account for that proportion of failures under which the ITEM is not available for repair at the intermediate level, e.g., if the ITEM is an SRU and its higher LRU is depot-repaired or condemned-on-failure.) (Contractor input in Data File 9A)

SA = Recurring annual cost in dollars to maintain a line item or piece part in a base-level inventory system (Air Force input in Data File 1)

SAT(NS) = Satellite base indicator, equals 1 if base NS is a satellite base and equals 0 otherwise. (Internally Calculated in Section 2.4.7)

SECB(L) = Support equipment procurement cost incurred at the base level. (Internally calculated in Section 2.4.8)

SECI(I) = Pro rata part of support equipment cost attributed to ITEM type I. (Internally calculated in Section 2.4.8)

SECD(L) = Support equipment procurement cost incurred at the depot level. (Internally calculated in Section 2.4.8)

SECODE(I,IRM,L) = Requirement indicator for support equipment type L with respect to ITEM type I when repair mode IRM exists, equals

- 0, if SE type L is not required for any maintenance of ITEM type I;
- 1, if SE type L is required for base or depot repair but not base level bench check of ITEM type I;
- 2, if SE type L is required for both base or depot repair and base level bench check of ITEM type I;
- 3, if SE type L is required for base level bench check but not for base or depot repair of ITEM type I.

(Note: The matrix SECODE(I,IRM,L) should be input in "pointer form" in Data File 10. See sections 2.3.3 and 6.4.12) (Contractor input in Data File 10)

SECR = Total recurring maintenance cost of support equipment. (Internally calculated in Section 2.4.8)

SEDC = Total support equipment development cost. (Internally calculated in Section 2.4.8)

SEDEV(L) = Development cost in dollars for support equipment of type L. (Contractor input in Data File 7)

SEDEV(L) = Actual development cost for support equipment type L. This is a function of the utilization of the particular piece of support equipment. (Internally calculated in Section 2.4.8)

SEPC = Total support equipment procurement cost. (Internally calculated in Section 2.4.8)

SETYPE(L) = Equals 1 if support equipment type L is common and available on-site (refer to Air Force-provided list of this SE), equals 2 if support equipment type L is common but requires procurement for ATU use, and equals 3 if SE type L is peculiar (Contractor input in Data File 7)

SPC1 = Maximum number of students per type 1 training class. (Contractor input in Data File 1)

SPC2 = Maximum number of students per type 2 training class. (Air Force input in Data File 1)

SR = Average manhours per failure to complete supply transaction records. (Air Force input in Data File 1)

SRU = Acronym for "shop replaceable (or repairable) unit." An SRU is a component which is usually only removable (from an LRU or another SRU) and repairable in a shop (at either base or depot level), e.g., LRU repair may consist of removing and replacing an internal SRU. The SRU itself may then also be repairable.

STDC = Total cost in dollars of the Technical Orders Cost Element. (Internally calculated in Section 2.4.10)

STDCR = Total recurring cost of technical orders. (Internally calculated in Section 3.2.6)

T1 = Total number of type 1 training hours per type 1 trainee. (Internally calculated in Section 2.4.11)

T2BA = Total number of hours of type 2 training required for a base trainee. (Internally calculated in Section 2.4.11)

T2DA = Total number of hours of type 2 training required for a depot trainee. (Internally calculated in Section 2.4.11)

TDC(I) = The pro rata part of Technical Orders Cost attributed to ITEM type I (Internally calculated in Section 2.4.10)

TDXXX = Stands for any of the LCC Sensitivity Analysis variables TDXUC, TDXFR, TDXFPR, TDMF, TDXRM, TDPIUP, TDXMIL, TDUP(I), TDFR(I), TDFPR(I), TDRM(I), TDRTS(I), TDNRTS(I), TDCOND(I), TDSRU(I). In general terms, TDXXX represents the estimated change in LCC that would occur if the parameter XXX were to increase by a fractional amount FINC, where XXX can be any of the factors XUC, XFR, ..., NRTS(I), COND(I). In addition, TDSRU(I) represents the change in LCC that would result from changing ITEM type I from an SRU to an LRU. (Internally calculated in Section 3)

TEFM = Cost in dollars of equipment, facilities, and manuals required for all training and not accounted for by any other Cost Element of the Model. (Type 2 training facilities should not be included.) (Contractor input in Data File 1)

TERHAB(L) = Total number of manhours which support equipment type L is used at the base level. (Internally calculated in Section 2.4.10)

TERHB(L) = Total number of manhours which check-out and/or repair support equipment type L is used at the base level. (Internally calculated in Section 2.4.8)

TERHD(L) = Total number of check-out and/or repair manhours which support equipment type L is used at the depot level. (Internally calculated in Section 2.4.8)

TERMC(NP) = Total production cost for a terminal of type NP, including hardware costs, recurring integration costs, and a portion of the non-recurring integration costs. (Internally calculated in Section 2.4.1)

TERMH = Total hardware costs for production of all terminals. (Internally calculated in Section 2.4.1)

TERMI = Total integration costs for production of all terminals. (Internally calculated in Section 2.4.1)

TFAC(NP) = Average fraction of operating time that the ATU equipment on platform type NP is activated (Air Force input in Data File 3)

THRS(NP) = Average thrust in lbs. generated by platform type NP (airborne platforms only). (Air Force input in Data File 3)

TIAC(I,R) = Total repair-level-dependent cost attributed to ITEM type I by a global maintenance strategy R (for non-zero values of R only). This element represents a sum of ITEM-specific cost elements and pro rata portions of shared resources. (Internally calculated in Section 5.3.1).

TIME1(I) = The number of additional hours of type 1 training added for ITEM type I (Contractor input in Data File 9B)

TISQ(I) = Total investment spares quantity for ITEM type I (Internally calculated in Section 2.3.5.2)

TNB(NS) = Total number of bases within the ATU system which are treated as being identical to base NS (Air Force input in Data File 2)

TNSE(L) = Total number of pieces of support equipment of type L procured. (Internally calculated in Section 2.4.10)

TORB = Turnover rate for base avionics maintenance personnel; the fraction of this work force leaving the Air Force (and replaced) per year. (Air Force input in Data File 1)

TORD = Turnover rate for depot avionics maintenance personnel; the fraction of this work force leaving the Air Force (and replaced) per year. (Air Force input in Data File 1)

TOTPQ(I) = Total production contract procurement quantity for each ITEM type I. (Internally calculated in Section 2.3.5)

TR = Average manhours per failure to complete transportation transaction forms. (Air Force input in Data File 1)

TRAV1D = Average individual roundtrip travel expense for travel of type 1 and type 2 depot trainees to and from the relevant training facilities. (Air Force input in Data File 1)

TRAVB = Average individual roundtrip travel expense for travel of type 2 base trainees to and from the type 2 training facility. (Air Force input in Data File 1)

TSEC = Total cost for the support equipment cost element. (Internally calculated in Section 2.4.8)

TUCTDC = Total UCT development cost. (Internally calculated in Section 2.4.8)

TYP2TF = Ratio of type 2 training time to type 1 training time when the same course material is covered in both. (Air Force input in Data File 1)



U = Unit step function used to indicate positive quantities, i.e., for any number X,  $U(X) = 1$  for  $X > 0$ , and  $U(X) = 0$  otherwise.

UCPP = Annual technical order upkeep cost per distinct page of original technical orders. (Air Force input in Data File 1)

UCTDC(I) = UCT software development cost for ITEM type I, incurred to enable the UCT to repair ITEM type I. (Internally calculated in Section 2.4.8)

UCTDEV(I) = Software development cost for an ITEM type I to be checked out and/or repaired, by a UCT (Contractor input in Data File 9B)

UP(I) = Unit cost in dollars for ITEM type I (Contractor input in Data File 8A)

USE(L,NS) = Support equipment indicator used for LCC sensitivity analysis calculations. This element equals 0 if SE type L is purchased for base NS (as a whole unit) and is underutilized (additional use generates no extra cost) and equals 1 otherwise. (Internally calculated in Section 3.2.4)

USED(L) = Support equipment indicator used for LCC sensitivity in the same manner as USE(L,NS), except refers to SE type L purchased for the depot (Internally calculated in Section 3.2.4)

W(X) = Function which is defined for any number X by

$$W(X) = \begin{cases} 0, & \text{if } X < 0 \\ X, & \text{if } 0 \leq X \leq 1 \\ 1, & \text{if } X > 1 \end{cases}$$

WEAR(I) = The fraction of (removed) failures of ITEM type I which are condemned to normal wear-out. (Internally calculated in Section 2.3.4)

WT(I) = Net weight of ITEM type I in pounds (Contractor input in Data File 8A)

XFPR = False pull rate multiplier factor. May be used to globally adjust all ITEM false pull rates in LCC sensitivity analyses or system trade-off studies (Must be set equal to 1, in Data File 1, in all Air Force submissions)

XFR = Failure rate multiplier factor. May be used to globally adjust all ITEM failure rates in LCC sensitivity analyses or system trade-off studies (Must be set equal to 1, in Data File 1, in all Air Force submissions)

XITEMQ(I) = Total change in procurement quantity of ITEM type I, used in sensitivity equations. (Internally calculated in Section 3.2.9)

XMIL = Mod/installation labor manhours multiplier factor. May be used to uniformly adjust all mod/installation labor manhour estimates for LCC sensitivity analysis or system trade-off studies (Must be set equal to 1, in Data File 1, in all Air Force submissions)

XUC = Unit cost multiplier cost multiplier factor. May be used to globally adjust all ITEM and Terminal unit costs in LCC sensitivity analyses or system trade-off studies (must be set equal to 1, in Data File 1, in all Air Force submissions)

YRSQ(I) = Yearly replacement spares quantity for ITEM type I. (Internally calculated in Section 2.3.5.3)

APPENDIX B  
ILLUSTRATIVE COMPUTER RUNS

This appendix contains printouts from illustrative computer runs of the ATU LCC Model, the Preprocessor, and the RLA Program. The contractor can use these runs as a test that he has correctly implemented the Model on his computer system.

The first printouts exhibit a run of the Preprocessor, including two input tables and one output table.

The next group of printouts are from a run of the ATU LCC Model, entitled illustrative run #1. This run includes fifteen input tables (which echo the values of all input parameters), nine output tables (which exhibit the various calculated LCC elements), and a sensitivity analysis table. In this run, the repair level of each ITEM is set to zero in input Data File 9A. The Model uses the fraction of failures repaired at the base (RTS), repaired at the depot (NRTS), or discarded (COND) as input by the contractor in Data File 9A.

Next a run of the RLA Program is shown, including two input tables and one output table. This output table contains the repair level decisions for each ITEM.

Finally, one input table and two output tables from illustrative Run #2 are shown. In this run, the repair levels are set for all ITEMS as determined by the RLA.

The input data shown includes both Air Force and contractor inputs. The Air Force inputs given in Section 6 are used in these illustrative runs. The data shown for inputs designated as contractor furnished or jointly determined are illustrative only and are not intended to represent realistic parameter values.

ATU LCC Model Preprocessor

2 Input Tables

1 Output Table

[illegible]

PRE-PROCESSOR INPUT FILE: DATA FILE 88 -- LRU/SRU CROSS REFERENCE DATA

LRU INDEX (IL)	#SRU TYPES IN LRU (NDS)	SRU INDEX NO. (ISRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (ISRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (ISRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (ISRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (ISRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (ISRU)	SRU QUAN- TITY (QPA)
1	2	10	1.	11	1.	0	0.	0	0.	0	0.	0	0.
2	4	12	1.	13	2.	0	0.	15	1.	0	0.	0	0.
3	3	16	1.	17	1.	14	0.	0	0.	0	0.	0	0.
4	4	18	1.	19	1.	18	0.	0	0.	0	0.	0	0.
5	0	0	0.	20	1.	20	0.	21	1.	0	0.	0	0.
6	2	22	2.	23	1.	0	0.	0	0.	0	0.	0	0.
7	3	23	1.	24	1.	0	0.	0	0.	0	0.	0	0.
		0	0.	0	0.	25	0.	0	0.	0	0.	0	0.

PREPROCESSOR INPUT FILE: DATA FILE 11B -- IRU ITEM CONFIGURATION ON PLATFORMS

ITEM INDEX (1)	AVERAGE NUMBER OF IRU ITEMS INSTALLED ON PLATFORM TYPE				
	1	2	3	4	5
1	0.0	1.00	1.00	0.0	0.0
2	1.00	0.0	0.0	0.0	0.0
3	2.00	2.00	0.0	0.0	0.0
4	0.0	1.00	0.0	0.0	0.0
5	1.00	0.0	0.0	0.0	0.0
6	1.00	1.00	0.0	0.0	0.0
7	0.0	1.00	0.0	0.0	0.0

PREPROCESSOR OUTPUT FILE: DATA FILE 11A -- ITEM CONFIGURATION ON PLATFORMS

ITEM INDEX	AVERAGE NUMBER OF ITEMS INSTALLED ON PLATFORM TYPE				
	1	2	3	4	5
(1)					
1	0.0	1.00	1.00	0.0	0.0
2	1.00	0.0	0.0	0.0	0.0
3	2.00	2.00	0.0	0.0	0.0
4	0.0	1.00	0.0	0.0	0.0
5	1.00	0.0	0.0	0.0	0.0
6	1.00	1.00	0.0	0.0	0.0
7	0.0	1.00	0.0	0.0	0.0
10	0.0	1.00	1.00	0.0	0.0
11	0.0	1.00	1.00	0.0	0.0
12	1.00	0.0	0.0	0.0	0.0
13	2.00	0.0	0.0	0.0	0.0
14	1.00	0.0	0.0	0.0	0.0
15	1.00	0.0	0.0	0.0	0.0
16	2.00	2.00	0.0	0.0	0.0
17	2.00	2.00	0.0	0.0	0.0
18	2.00	3.00	0.0	0.0	0.0
19	0.0	1.00	0.0	0.0	0.0
20	0.0	1.00	0.0	0.0	0.0
21	0.0	1.00	0.0	0.0	0.0
22	2.00	2.00	0.0	0.0	0.0
23	1.00	2.00	0.0	0.0	0.0
24	0.0	1.00	0.0	0.0	0.0
25	0.0	1.00	0.0	0.0	0.0



ATU LCC Model

Illustrative Run #1

15 Input Tables

10 Output Tables

```
*****  
* AF SATCOM TERMINAL UPGRADES LCC MODEL *  
* * * * *  
* RUN: ILLUSTRATIVE RUN #1 *  
* * * * *  
*****
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*****
*
* SYSTEM OPERATING LIFE 15.00 YEARS
*
*
*
* REPAIR LEVEL CASE RUN 0
*
*
* SENSITIVITY MULTIPLIER FACTORS
*
* XUC 1.000
* XFR 1.000
* XFPR 1.000
* XMIL 1.000
* FNC 0.250
*
*****

```

INPUT TABLE 1: SYSTEM-WIDE SCALAR PARAMETERS

GOVERNMENT-PROVIDED PARAMETERS		
LABOR FACTORS		
BAA - MONTHLY AVAILABLE WORKING HOURS PER MAINTENANCE MAN AT BASE LEVEL		168.00
BMF - BASE MAINTENANCE FACTOR		1.50
OAA - MONTHLY AVAILABLE WORKING HOURS PER MAINTENANCE MAN AT DEPOT LEVEL		168.00
DMF - DEPOT MAINTENANCE FACTOR		1.25
HPD2 - NUMBER OF HOURS SPENT BY A TYPE 2 TRAINEE IN CLASS PER DAY		8
MRO - AVERAGE MANHOURS PER FAILURE TO COMPLETE ON-EQUIPMENT MAINTENANCE RECORDS		0.08
MRF - AVERAGE MANHOURS PER FAILURE TO COMPLETE OFF-EQUIPMENT MAINTENANCE RECORDS		0.24
SR - AVERAGE MANHOURS PER FAILURE TO COMPLETE SUPPLY TRANSACTION RECORDS		0.24
TORB - TURNOVER RATE FOR BASE MAINT. PERSONNEL		0.10
TORD - TURNOVER RATE FOR DEPOT MAINT. PERSONNEL		0.10
TR - AVERAGE MANHOURS PER FAILURE TO COMPLETE TRANSPORTATION TRANSACTION FORMS		0.16
LABOR RATES		
BUR - BASE MAINTENANCE LABOR RATE IN \$ PER HOUR		41.68
DLR - DEPOT MAINTENANCE LABOR RATE IN \$ PER HOUR		44.88
MILR(1) - MOD/INSTALLATION LABOR RATE DURING PRODUCTION IN \$ PER HOUR		35.01
MILR(2) - MOD/INSTALLATION LABOR RATE FOR FIELD MODS USING DEPOT TEAM IN \$ PER HOUR		51.61
MILR(3) - MOD/INSTALLATION LABOR RATE FOR MODS PERFORMED AT THE DEPOT IN \$ PER HOUR		44.88
PAL1 - AVERAGE DAILY PAY & ALLOWANCE FOR A TYPE 1 TRAINEE		95.00
PAL2B - AVERAGE DAILY PAY & ALLOWANCE FOR A TYPE 2 TRAINEE		60.00
PAL2D - AVERAGE DAILY PAY & ALLOWANCE FOR A TYPE 2 DEPOT TRAINEE		70.00
PMLR - PRIME MISSION EQUIP OPER LABOR RATE IN \$ PER HOUR		0.0
TRAV1D - AVERAGE TRAVEL EXPENSE FOR TYPE 1 AND TYPE 2 DEPOT TRAINEES		235.00
TRAVB - AVERAGE TRAVEL EXPENSE FOR TYPE 2 BASE TRAINEES		235.00
INLR - TIMING NET OPERATOR LABOR RATE IN \$ PER HOUR		0.0

INPUT TABLE 1: SYSTEM-WIDE SCALAR PARAMETERS  
(CONTINUED)

PIPELINE TIMES	
BRC1 - BASE REPAIR CYCLE TIME IN MONTHS	0.132
CRCT - TIME FOR FAILURE AT SATELLITE BASE UNTIL REPAIR AT CIME BASE IN MONTHS	0.500
DAD - TIME FROM FAILURE REMOVAL AT DEPO1 UNTIL REPAIR AT DEPO1 IN MONTHS	0.132
DRC1(1) - TIME FROM FAILURE AT CONUS BASE UNTIL REPAIR AT DEPO1 IN MONTHS	1.900
DRC1(2) - TIME FROM FAILURE AT PACIFIC BASE UNTIL REPAIR AT DEPO1 IN MONTHS	1.900
DRC1(3) - TIME FROM FAILURE AT EUROPE BASE UNTIL REPAIR AT DEPO1 IN MONTHS	1.900
OS1(1) - ORDER AND SHIPPING TIME FROM CONUS BASE TO DEPO1 IN MONTHS	0.394
OS1(2) - ORDER AND SHIPPING TIME FROM PACIFIC BASE TO DEPO1 IN MONTHS	0.525
OS1(3) - ORDER AND SHIPPING TIME FROM EUROPE BASE TO DEPO1 IN MONTHS	0.526
OSTC - ORDER AND SHIPPING TIME FROM A SATELLITE BASE TO ITS CIME BASE IN MONTHS	0.250

UNIT COST FACTORS

ACPP - ACQUISITION COST PER PAGE FOR ORIGINAL NEGATIVES OF TECH. DATA	400.000
CFG(1) - COST OF FUEL IN \$ PER GALLON AT CONUS BASES	0.0
CFG(2) - COST OF FUEL IN \$ PER GALLON AT PACIFIC BASES	0.0
CFG(3) - COST OF FUEL IN \$ PER GALLON AT EUROPE BASES	0.0
CPD2 - COST PER CLASS PER DAY FOR TYPE 2 TRAINING	1100.000
CPPC - COST OF PACKING AND SHIPPING FROM A SATELLITE BASE TO ITS CIME BASE IN \$ PER NET WEIGHT POUND	0.914
CPPD(1) - COST OF PACKING AND SHIPPING FROM CONUS BASE TO DEPO1 IN \$ PER NET WEIGHT POUND	0.914
CPPD(2) - COST OF PACKING AND SHIPPING FROM PACIFIC BASE TO DEPO1 IN \$ PER NET WEIGHT POUND	1.140
CPPD(3) - COST OF PACKING AND SHIPPING FROM EUROPE BASE TO DEPO1 IN \$ PER NET WEIGHT POUND	1.140
RCPP - REPRODUCTION COST PER COPY PER PAGE OF TECH. DATA	0.010
IMC - INITIAL DEPO1 INVENTORY MANAGEMENT COST PER NEW PART IN \$	1400.000
RMC - RECURRING DEPO1 INVENTORY MANAGEMENT COST PER NEW PART IN \$ PER YEAR	150.000
SA - BASE-LEVEL INVENTORY MANAGEMENT COST PER NEW PART IN \$ PER YEAR	8.000
UCPP - UPPKEEP COST PER YEAR PER DISTINCT PAGE OF TECH. DATA	70.000

INPUT TABLE 1: SYSTEM-WIDE SCALAR PARAMETERS  
(CONTINUED)

MISCELLANEOUS FACTORS

BF	- COEFFICIENT IN SPARING FUNCTION	1.65
BIRD	- FRACTION OF BASE-REPAIR-INTENDED FAILURES REQUIRING DEPOT REPAIR	0.05
KFAC(1)	- FAILURE RATE EXPERIENCE FACTOR FOR AIRBORNE- FIGHTER ENVIRONMENT	1.70
KFAC(2)	- FAILURE RATE EXPERIENCE FACTOR FOR AIRBORNE- CARGO ENVIRONMENT	1.14
KFAC(3)	- FAILURE RATE EXPERIENCE FACTOR FOR GROUND- FIXED/TRANSPORTABLE ENVIRONMENT	1.10
KFAC(4)	- FAILURE RATE EXPERIENCE FACTOR FOR GROUND- MOBILE ENVIRONMENT	1.10
MUSE	- MINIMUM FRACTIONAL UTILIZATION FOR SENSITIVITY CALCULATIONS ON SUPPORT EQUIPMENT COSTS	0.50
NRUC	- NUMBER OF YEARS OF REPLACEMENT SPARES TO BE PROVIDED UNDER THE ATU PRODUCTION CONTRACT(S)	1.00
PIUP	- NUMBER OF SYSTEM OPERATING YEARS	15.00
Q1YP1	- NUMBER OF TYPE 1 TRAINEES	20
Q1YP2B	- NUMBER OF TYPE 2 BASE TRAINEES	200
Q1YP2D	- NUMBER OF TYPE 2 DEPOT TRAINEES	50
SPC2	- MAXIMUM NUMBER OF TYPE 2 TRAINEES PER CLASS	12
TYP2TF	- RATIO OF TYPE 2 TRAINING TIME TO TYPE 1 TRAINING TIME	1.50
XEPR	- FALSE PULL RATE SENSITIVITY MULTIPLIER FACTOR	1.00
XFR	- FAILURE RATE SENSITIVITY MULTIPLIER FACTOR	1.00
XMIL	- MOD/I LABOR HOURS SENSITIVITY MULTIPLIER FACTOR	1.00
XUC	- UNIT COST SENSITIVITY MULTIPLIER FACTOR	1.00

INPUT TABLE 1: SYSTEM-WIDE SCALAR PARAMETERS  
(CONTINUED)

CONTRACTOR - DETERMINED PARAMETERS

BDATA - NUMBER OF TECH. DATA PAGES FOR BASE MATER. AND NOT ITEM OR SE SPECIFIC	50
CPDSE - COST PER CLASS PER DAY FOR TYPE 1 TRAINING	1000.00
DDATA - NUMBER OF TECH. DATA PAGES FOR DUCO TRAINING AND NOT ITEM OR SE SPECIFIC	50
ESDCE - TOTAL COST OF FULL SCALE ENGINEERING DEVELOPMENT PROGRAM	2000000.0
HDCE - NUMBER OF CLASS HOURS PER DAY FOR A TYPE 1 TRAINING CLASS	8
IPCE - REPAIR LEVEL CASE NO. NUMBER	0
OPCE - MAXIMUM NUMBER OF TYPE 1 TRAININGS PER CLASS	10
TECM - COST OF TRAINING EQUIPMENT, FACILITIES AND MANUALS	100000.00

0119



INPUT TABLE 2: BASE CONFIGURATION DATA

BASE INDEX (NS)	BASE NAME (BROUN)	NO. OF BASES (TNB)	LOC. OF BASE (LO)	BASE TYPE (BTYPE)	NEXT HIGHER BASE (NHB)	NO. UNDER CIMF (NBC)	BASE PLAT- FORMS (BPLAT)	BASE SUPPORT PHILOSOPHY (BSP)
1	CIMF	1.	3	2	0	0.0	1	2
2	AIR INDEP	1.	2	1	0	0.0	1	1
3	CIMF	1.	2	2	0	0.0	2	2
4	GND SAT	2.	1	3	4	2.0	2	0
5	CIMF	3.	1	2	0	0.0	1	3
6	AIR INDEP	2.	1	1	0	0.0	1	1
7	GND INDEP	2.	1	1	0	0.0	2	1

INPUT TABLE 3: PLATFORM OPERATION DATA

PLAT- FORM INDEX (NP)	PLATFORM NOMENCLATURE (PNOUN)	(N- VIRON- MENT (LE)	*OPERATING HOURS			*UTILI- ZATION VATION			*MISSIONS PER MONTH*			OTHER HOURS			*THRUST IN POUNDS (THRS)	GALLONS PER OPER HR (FGH)
			*CONUS (LE)	*PACIF (APEH)	*EUROPE (APEH)	*CONUS (IFAC)	*PACIF (IFAC)	*EUROPE (IFAC)	*CONUS (AMPM)	*PACIF (AMPM)	*EUROPE (AMPM)	*CONUS (MMPD)	*PACIF (MMPD)	*EUROPE (MMPD)		
1	EC135 ABNCP	2	72.	72.	72.	1.20	0.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0	0.	0.
2	F4B ABNCP	2	192.	192.	192.	2.92	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.	0.
3	FIXED GNDOP	3	730.	730.	730.	1.00	0.0	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.	0.

INPUT TABLE 4: PLATFORM TERMINAL DATA & NON-RECURRING MOD/INSTALLATION DATA  
IN THOUSANDS OF DOLLARS

PLAT- FORM INDEX (NP)	NO. PME TER- MINALS (NTRMP)	OTHER PROD. COSTS (INTNR)	RECUR. INTEG (INTR)	NON-RECUR. MOD/I COST (NRMI)	PLAT- FORM DIVER- SITY (PDIV)	*FRACTION MODS IN* ***** *PROD FIELD DEPT* (FR)	NO. ADDED ANTEN NAS (NAE)	LBS. DRAG PER ANTEN (DRAG)	THRUST -FUEL CNSMPT FACTOR (K)
1	1.00	10000.000	0.0	500.000	1.00	0.0	0.0	0.0	0.0
2	1.00	10000.000	0.0	500.000	1.00	0.0	0.0	0.0	0.0
3	1.00	10000.000	0.0	500.000	1.00	0.0	0.0	0.0	0.0

INPUT TABLE 5: PLATFORM RECURRING MOD/INSTALLATION DATA

PLAT- FORM INDEX (NP)	*FIXED MOD/1 COST*		*ACQ EQUIP COST*		*MOD/INSTALLATION LABOR HOURS BY MODE AND AREA*									
	*PROD FIELD DEPT*		*ANINA ELB* CBL*		*ANIN ELB*		*CBL*		*ANIN ELB*		*CBL*		*ANIN ELB*	
	(MIFIX)*		(AKIT)		ELB*		CBL*		ELB*		CBL*		ELB*	
1	0.	0.	410.	0.	1000.	1000.	1000.	0.	10.	10.	0.	10.	0.	10.
2	0.	0.	2600.	0.	1000.	1000.	1000.	0.	10.	10.	0.	10.	0.	10.
3	0.	80.	0.	0.	1000.	1000.	1000.	0.	10.	10.	0.	10.	0.	10.

\* IN THOUSANDS OF DOLLARS

INPUT TABLE 6: PLATFORM DEPLOYMENT AT BASES - NPI(INP,PS)

PLAT- FORM INDEX (NP)	AVERAGE NUMBER OF PLATFORMS OF GIVEN TYPE AT EACH BASE WITHIN GROUPS BELOW															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	4.00	3.00	0.0	0.0	4.33	2.50	0.0	0.0	0.0	0.0	0.0					
2	0.0	0.0	0.0	0.0	2.00	0.0	0.0	0.0	0.0	0.0	0.0					
3	0.0	0.0	1.00	1.00	0.66	0.50	1.00	0.0	0.0	0.0	0.0					

INPUT TABLE 7: SUPPORT EQUIPMENT DATA

SE INDEX (L)	SE NOMENCLATURE (SFNOUN)	SE PART NO. (SENUM)	SE UNIT COST (CSE)	FRACTION UNIT COST TO MAINTAIN (MSE)	COM. ON-SITE (1) COM. PROCUR. (2) PECULIAR (3) (SETYPE)	NUMBER OF TECH ORDER PAGES (DATAS)	SE DEVMNT COST (SEDEV)
1	PECULIAR 1	SE001	10000.	0.200	3	10	2500.
2	PECULIAR 2	SE002	10000.	0.200	3	10	2500.
3	PECULIAR 3	SE003	10000.	0.200	3	10	2500.
4	PECULIAR 4	SE004	10000.	0.200	3	10	2500.
5	PECULIAR 5	SE005	10000.	0.200	3	10	2500.
6	PECULIAR 6	SE006	10000.	0.200	3	10	2500.
7	PECULIAR 7	SE007	10000.	0.200	3	10	2500.
8	INT TEST SET #1	SE008	20000.	0.100	3	10	5000.
9	INT TEST SET #2	SE009	20000.	0.100	3	10	5000.
10	INT TEST SET #3	SE010	20000.	0.100	3	10	5000.
11	INT TEST SET #4	SE011	20000.	0.100	3	10	5000.
12	INT TEST SET #6	SE012	20000.	0.100	3	10	5000.
13	INT TEST SET #7	SE013	20000.	0.100	3	10	5000.
14	COMMON 1 (MBS ADAPT)	SE014	10000.	0.100	3	10	5000.
15	MBS	SE015	100000.	0.300	3	50	50000.
16	UCY	SE016	100000.	0.300	2	50	50000.

INPUT TABLE 8A: ITEM EQUIPMENT DATA

ITEM INDEX (1)	NOMENCLATURE (1000)	PART NUMBER (PINUM)	LEARN RATE (LFAC)	IRU(1) OR SRU(1) (LRU)	NEXT HIGHER ITEM (NHI)	CLE INDI- CATOR (CIE)	INTE- GRATION ITEMS (INTEG)	ITEM UNIT COST (UP)	REPAIR MATERIALS FACTOR (RM)	ITEM WEIGHT (WI)	PIECE PART COUNT (PA)
1	LRU 1	ASL01	1.00	1	0	3	0	2000.	.0	10.00	0.0
2	LRU 2	ASL02	0.95	1	0	3	0	5000.	.0	10.00	0.0
3	LRU 3	ASL03	0.95	1	0	3	0	3000.	.0	10.00	0.0
4	LRU 4	ASL04	0.95	1	0	3	0	4000.	.0	10.00	0.0
5	LRU 5	ASL05	0.95	1	0	3	0	1000.	.100	10.00	10.00
6	LRU 6	ASL06	0.95	1	0	3	0	3000.	.0	10.00	0.0
7	LRU 7	ASL07	0.95	1	0	3	0	3000.	.0	10.00	0.0
10	SRU 1	AAB10	0.90	0	1	3	0	1000.	.100	1.00	10.00
11	SRU 2	AAB11	0.90	0	1	3	0	1000.	.100	1.00	10.00
12	SRU 3	AAB12	0.90	0	2	3	0	1000.	.100	1.00	10.00
13	SRU 4	AAB13	0.90	0	2	3	0	1000.	.100	1.00	10.00
14	SRU 5	AAB14	0.90	0	2	3	0	1000.	.100	1.00	10.00
15	SRU 6	AAB15	0.90	0	2	3	0	1000.	.100	1.00	10.00
16	SRU 7	AAB16	0.90	0	3	3	0	1000.	.100	1.00	10.00
17	SRU 8	AAB17	0.90	0	3	3	0	1000.	.100	1.00	10.00
18	SRU 9	AAB18	0.90	0	3	3	0	1000.	.100	1.00	10.00
19	SRU 10	AAB19	0.90	0	3	3	0	1000.	.100	1.00	10.00
20	SRU 11	AAB20	0.90	0	4	3	0	1000.	.100	1.00	10.00
21	SRU 12	AAB21	0.90	0	4	3	0	1000.	.100	1.00	10.00
22	SRU 13	AAB22	0.90	0	4	3	0	1000.	.100	1.00	10.00
23	SRU 14	AAB23	0.90	0	6	3	0	1000.	.100	1.00	10.00
24	SRU 15	AAB24	0.90	0	7	3	0	1000.	.100	1.00	10.00
25	SRU 16	AAB25	0.90	0	7	3	0	1000.	.100	1.00	10.00

INPUT TABLE 9A: FIRM MAINTENANCE DATA

* (1)	* (2)	* (3)	* (4)	* (5)	* (6)	* (7)	* (8)	* (9)	* (10)	* (11)	* (12)	* (13)	* (14)	* (15)	* (16)	* (17)	* (18)	* (19)	* (20)	* (21)	* (22)	* (23)	* (24)	* (25)	FRACTION				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE				FAILURE							
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INPUT TABLE 9B: TECHNICAL ORDERS, TRAINING  
AND UCT DEVELOPMENT

ITEM INDEX (1)	NUMBER OF TECH. DATA PAGES FOR DEPT BASE (DATAD) (DATAB)	NO. OF HOURS FOR TYPE 1 TRAINING (TIME1)	UCT DEVMNT COST (UCTDEV)
1	20	5	20000.
2	20	5	0.
3	20	5	0.
4	20	5	0.
5	20	5	20000.
6	20	5	0.
7	20	5	20000.
10	20	5	10000.
11	20	5	10000.
12	20	5	10000.
13	20	5	10000.
14	20	5	10000.
15	20	5	10000.
16	20	5	10000.
17	20	5	10000.
18	20	5	10000.
19	20	5	10000.
20	20	5	10000.
21	20	5	10000.
22	20	5	10000.
23	20	5	10000.
24	20	5	10000.
25	20	5	10000.

[illegible]

INPUT TABLE 108: ITEM/SE CROSS REFERENCE DATA - BASE LEVEL, PSE ONLY

ITEM (1)	QTY (2)	UNIT (3)	SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE		SE	
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INPUT TABLE 1000: ITEM/SE GROSS REFERENCE DATA - BASE LEVEL, MBS

ITEM INDEX (1)	SE INDEX (2)	SE INDEX (3)	SE INDEX (4)	SE INDEX (5)	SE INDEX (6)	SE INDEX (7)	SE INDEX (8)	SE INDEX (9)	SE INDEX (10)	SE INDEX (11)	SE INDEX (12)	SE INDEX (13)	SE INDEX (14)	SE INDEX (15)	SE INDEX (16)	SE INDEX (17)	SE INDEX (18)	SE INDEX (19)	SE INDEX (20)	SE INDEX (21)	SE INDEX (22)	SE INDEX (23)	SE INDEX (24)	SE INDEX (25)
1	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	2	14	201	15	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

INPUT TABLE 11A: ITEM CONFIGURATIONS ON PLATFORMS - NITEM(I,NP)

ITEM INDEX (1)	AVL. NUMBER OF ITEMS INSTALLED OR PLATFORM TYPE									
	1	2	3	4	5	6	7	8	9	10
1	0.0	1.00	1.00	0.0	0.0					
2	1.00	0.0	0.0	0.0	0.0					
3	2.00	2.00	0.0	0.0	0.0					
4	0.0	1.00	0.0	0.0	0.0					
5	1.00	0.0	0.0	0.0	0.0					
6	1.00	1.00	0.0	0.0	0.0					
7	0.0	1.00	0.0	0.0	0.0					
10	0.0	1.00	1.00	0.0	0.0					
11	0.0	1.00	1.00	0.0	0.0					
12	1.00	0.0	0.0	0.0	0.0					
13	2.00	0.0	0.0	0.0	0.0					
14	1.00	0.0	0.0	0.0	0.0					
15	1.00	0.0	0.0	0.0	0.0					
16	2.00	2.00	0.0	0.0	0.0					
17	2.00	2.00	0.0	0.0	0.0					
18	2.00	3.00	0.0	0.0	0.0					
19	0.0	1.00	0.0	0.0	0.0					
20	0.0	1.00	0.0	0.0	0.0					
21	0.0	1.00	0.0	0.0	0.0					
22	2.00	2.00	0.0	0.0	0.0					
23	1.00	2.00	0.0	0.0	0.0					
24	0.0	1.00	0.0	0.0	0.0					
25	0.0	1.00	0.0	0.0	0.0					

OUTPUT TABLE 1: SUMMARY BY TOP-LEVEL COST ELEMENTS  
(IN MILLIONS OF CONSTANT DOLLARS)

PROGRAM COST	DEVELOPMENT	PRODUCTION	SUPPORT	TOTAL
FULL SCALE ENG. DEVT	20.00	0.0	0.0	20.00
PRODUCTION: PM	0.0	0.0	0.0	0.0
OTHER*	0.0	30.00	0.0	30.00
OPERATIONS	0.0	0.0	0.0	0.0
MOD/INSTALLATION	0.0	28.16	0.0	28.16
SPARES: INVESTMENT	0.0	0.17	0.0	0.17
SUPPORT REPLACEMENT	0.34	0.0	1.07	1.41
ON EQUIPMENT	0.0	4.64	0.0	4.64
OFF EQUIPMENT	0.0	0.0	0.14	0.14
TRAINING	0.0	0.0	2.26	2.26
INVENTORY MANAGEMENT	0.0	0.0	1.13	1.13
TECHNICAL ORDERS	0.0	0.0	0.68	0.68
		1.37	0.0	1.37
TOTAL COST	20.34	64.75	5.28	90.37

\* "OTHER" INCLUDES SYSTEMS TEST, SYSTEM/PROJECT MANAGEMENT, DATA (EXCEPT TECHNICAL ORDERS), AND INDUSTRIAL FACILITIES.

OUTPUT TABLE 2: PLATFORM MODIFICATION/INSTALLATION COSTS  
(IN MILLIONS OF CONSTANT DOLLARS)

PLAT- FORM INDEX	PLATFORM NAME (NP)	***RECURRING MOD/1 COST TOTALS BY PLATFORM***									
		FIXED PLAT. PREP/ RSTR.	A-KIT EQUIP- MENT	MOD/1 LABOR	RADIO- FIT		PROCE- SSING		* A-KIT PLUS LABOR COSTS BY AREA *		
					MOD/1 TOTAL	MOD/1 TOTAL	MOD/1 TOTAL	MOD/1 TOTAL	ANTENNA	ELEC.BOX CNTL.HD CABLING	
											TOTAL
1	EC135 ABMCP	10.246	0.075	0.034	10.355	0.0	0.0	10.355	0.0	0.036	0.036
2	E4B ABMCP	15.600	0.018	0.008	15.626	0.0	0.0	15.626	0.0	0.009	0.009
3	FIXED CNDGP	0.638	0.024	0.012	0.675	0.0	0.0	0.675	0.0	0.012	0.012
COST TOTALS		26.484	0.117	0.054	26.655	0.0	0.0	26.655	0.0	0.057	0.057



OUTPUT TABLE 3: OPERATION AND LOGISTICS SUPPORT COST ELEMENTS  
(IN MILLIONS OF CONSTANT DOLLARS)

COST ELEMENT	INITIAL	RECURRING	TOTAL	INDEP BASES	CIMF BASES	SATEL BASES	BASE TOTAL	AIR BASES	GROUND BASES	DEPOT TOTAL
OPERATIONS LABOR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADDED FUEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INITIAL SPARES	0.17	0.17	0.34	0.03	0.08	0.00	0.11	0.10	0.01	0.06
REPLAC. SPARES		1.07	1.07	0.26	0.76	0.05	1.07	0.95	0.12	
ON-EQUIP. MAINT.		0.14	0.14	0.02	0.12	0.01	0.14	0.13	0.01	
OFF-EQUIP. MAINT.		2.26	2.26	0.29	1.61	0.0	1.90	1.68	0.22	0.36
SUPPORT EQUIPMENT										
COMMON	0.40	1.80	2.20	0.0	1.65	0.0	1.65	1.65	0.0	0.55
PECULIAR	0.64	1.80	2.44	1.29	1.15	0.0	2.44	1.68	0.75	0.0
INVENTORY MANAG.	0.26	0.42	0.68	0.00	0.01	0.00	0.01	0.01	0.00	0.67
MAINT. TRAINING*	0.57	0.56	1.13	--	--	--	0.53	--	--	0.60
TECH. DATA	0.40	0.97	1.37	0.00	0.00	0.00	0.00	0.00	0.00	1.37
TOTALS	2.43	9.03	11.46	1.89	5.38	0.06	7.86	6.20	1.12	3.60

(\* MAINT. TRAINING IS ALLOCATED TO BASE TOTAL AND DEPOT TOTAL BUT IS NOT FURTHER ALLOCATED AMONG BASE TYPES

NUMBER OF BASES:

INDEP. = 5. AIR BASES = 7.  
 CIMF = 5. GROUND BASES = 5.  
 SATEL. = 2. TOTAL = 12.  
 TOTAL = 12.

OUTPUT TABLE 4A: ITEM-SPECIFIC MAINTENANCE AND COSTS CHARACTERISTICS

(COSTS IN THOUSANDS OF CONSTANT DOLLARS)												
ITEM INDEX (I)	ITEM NAME	INDI- CATOR (IRO)	INITIAL SPARES (ISCA)	REPL. SPARES (RSCA)	ON- EQUIP. MAINT. (ONMCA)	OFF- EQUIP. MAINT. (OFMCA)	TRAINING (TRFCA)	TECH. ORDERS (TDC)	INVT. MGMT. (IMMCA)	ITEM SUPPORT COST	CORR. MAINT. COST/FAIL (RSCA+ONMCA +OFMCA)	TOTAL SUPPORT COST + SECT (TIAC)
1	LRU 1	1	17.0	0.0	34.1	403.7	121.4	111.1	4.6	691.9	0.264	1463.6
2	LRU 2	1	13.1	0.0	8.2	95.8	121.4	141.1	4.0	316.6	0.261	660.8
3	LRU 3	1	19.2	0.0	44.6	543.8	121.4	131.1	4.3	864.4	0.260	1893.1
4	LRU 4	1	10.7	0.0	12.8	149.3	121.4	56.7	3.9	354.8	0.261	540.9
5	LRU 5	1	9.4	437.0	8.7	27.8	3.3	59.1	4.3	544.6	1.069	697.5
6	LRU 6	1	12.4	0.0	20.9	245.1	121.4	89.4	4.2	493.4	0.261	1023.7
7	LRU 7	1	8.0	0.0	17.8	149.3	121.4	56.7	3.9	352.1	0.261	558.2
10	SRU 1	0	11.4	114.9	0.0	116.8	24.8	61.5	40.9	370.3	0.380	648.7
11	SRU 2	0	11.4	114.9	0.0	116.8	24.8	61.5	40.9	370.3	0.380	648.7
12	SRU 3	0	3.1	10.5	0.0	10.6	24.8	45.5	40.4	134.8	0.381	193.8
13	SRU 4	0	4.4	20.9	0.0	21.2	24.8	49.7	40.4	161.5	0.380	269.4
14	SRU 5	0	3.1	10.5	0.0	10.6	24.8	45.5	40.4	134.8	0.381	193.8
15	SRU 6	0	3.1	10.5	0.0	10.6	24.8	45.5	40.4	134.8	0.381	193.8
16	SRU 7	0	7.3	53.4	0.0	54.2	24.8	51.8	40.6	232.2	0.380	372.8
17	SRU 8	0	7.3	53.4	0.0	54.2	24.8	51.8	40.6	232.2	0.380	372.8
18	SRU 9	0	8.4	69.7	0.0	70.7	24.8	53.4	40.7	267.7	0.380	429.8
19	SRU 10	0	3.3	16.3	0.0	16.5	24.8	43.0	40.3	144.2	0.380	175.7
20	SRU 11	0	3.3	16.3	0.0	16.5	24.8	43.0	40.3	144.2	0.380	175.7
21	SRU 12	0	3.3	16.3	0.0	16.5	24.8	43.0	40.3	144.2	0.380	175.7
22	SRU 13	0	2.3	53.4	0.0	54.2	24.8	56.4	40.6	236.8	0.380	429.1
23	SRU 14	0	6.3	43.0	0.0	43.6	24.8	70.5	40.5	208.7	0.380	331.4
24	SRU 15	0	3.3	16.3	0.0	16.5	24.8	43.0	40.3	144.2	0.380	175.7
25	SRU 16	0	3.3	16.3	0.0	16.5	24.8	43.0	40.3	144.2	0.380	175.7
COST TOTALS OVER ITEMS										6822.9		11800.4

OUTPUT TABLE 4B: SYSTEM-WIDE ITEM COSTS AND MAINTENANCE CHARACTERISTICS

ITEM INDEX	SYSTEM NO. OF INSTALLED ITEMS	TOTAL NO. OF INITIAL BASE SPARES	TOTAL NO. OF INITIAL DEPOT SPARES	SYSTEM NO. OF ITEMS	NO. OF ITEM FAILS PER MONTH	NO. OF LIFE CYCLE FAILS (NO RIP OR FALSE PULLS)	LEARNED UNIT COST	PRODUCTION CONTRACT PROCUREMENT QUANTITY
1	14.	8.	1.	22.	9.22	1659.	2000.	22.
2	25.	3.	0.	28.	2.22	399.	4186.	28.
3	62.	7.	1.	70.	12.59	2267.	2356.	70.
4	6.	2.	0.	9.	3.45	621.	3606.	9.
5	25.	6.	0.	31.	2.46	443.	794.	60.
6	31.	4.	1.	36.	5.67	1020.	2469.	36.
7	6.	2.	0.	9.	3.45	621.	2704.	9.
10	14.	6.	10.	30.	3.39	611.	732.	20.
11	14.	6.	10.	30.	3.39	611.	732.	20.
12	25.	2.	2.	28.	0.31	55.	894.	4.
13	50.	2.	3.	55.	0.62	111.	851.	6.
14	25.	2.	2.	55.	0.31	55.	894.	4.
15	25.	2.	2.	28.	0.31	55.	894.	4.
16	62.	4.	5.	71.	1.57	283.	789.	11.
17	62.	4.	5.	71.	1.57	283.	789.	11.
18	68.	4.	7.	79.	2.05	370.	770.	13.
19	6.	1.	2.	10.	0.48	86.	882.	4.
20	6.	1.	2.	10.	0.48	86.	882.	4.
21	6.	1.	2.	10.	0.48	86.	882.	4.
22	62.	4.	5.	71.	1.57	283.	789.	11.
23	37.	3.	5.	45.	1.27	228.	806.	9.
24	6.	1.	2.	10.	0.48	86.	882.	4.
25	6.	1.	2.	10.	0.48	86.	882.	4.

OUTPUT TABLE NO: SYSTEM-WIDE MAINTENANCE CHARACTERISTICS			
AVERAGE CORRECTIVE MAINTENANCE COST PER FAILURE (\$K) FOR		TOTAL NUMBERS OF LRU FAILURES:	
LRUS	SRUS	MONTHLY	LIFETIME
0.312	0.380	39.	7030.

OUTPUT TABLE 5: SUPPORT EQUIPMENT REQUIREMENTS AND COSTS  
(COSTS IN DOLLARS)

SI INDEX	SUPPORT	EQUIP. NAME	INDIP UNIT	SUPPORT EQUIPMENT	UNITS REQUIRED AT:	THI	DEPOT	SYSTEM TOTAL REQUIRED UNITS (1)	UNIT TIME COST (2)	ILCH ORDER COST (3)	SE DIVMT COST (4)	SYSTEM TIME COST (\$K) (1)+(2)+(3)+(4)
1	PECULIAR 1		4.	0.	2.	0.0		4.	40000.	13800.	2500.	176.
2	PECULIAR 2		3.	0.	3.	0.0		3.	40000.	13800.	2500.	136.
3	PECULIAR 3		3.	0.	3.	0.0		3.	40000.	13800.	2500.	136.
4	PECULIAR 4		0.	0.	0.	0.0		0.	40000.	0.	0.	0.
5	PECULIAR 5		3.	0.	3.	0.0		3.	40000.	13800.	2500.	136.
6	PECULIAR 6		3.	0.	3.	0.0		3.	40000.	13800.	2500.	136.
7	PECULIAR 7		0.	0.	0.	0.0		0.	40000.	0.	0.	0.
8	INT TEST SET #1		4.	0.	2.	0.0		4.	50000.	13800.	5000.	219.
9	INT TEST SET #2		3.	0.	3.	0.0		3.	50000.	13800.	5000.	169.
10	INT TEST SET #3		3.	0.	3.	0.0		3.	50000.	13800.	5000.	169.
11	INT TEST SET #4		0.	0.	0.	0.0		0.	50000.	0.	0.	0.
12	INT TEST SET #5		3.	0.	3.	0.0		3.	50000.	13800.	5000.	169.
13	INT TEST SET #6		0.	0.	0.	0.0		0.	50000.	0.	0.	0.
14	COMMON 1 (MBS ADAPT)		0.	2.	1.	0.0		2.	25000.	13800.	5000.	69.
15	MBS		0.	2.	1.	0.0		2.	550000.	69001.	50000.	1219.
16	UCT		0.	3.	0.	1.0		4.	550000.	69002.	50000.	2319.
SUBTOTAL =												5054.
UCT SOFTWARE DEVELOPMENT COST =												200.
TOTAL SUPPORT EQUIPMENT COST =												5254.

OUTPUT TABLE 6: PLATFORM/TERMINAL FAILURE RATE DATA

PLAT- FORM INDEX (NP)	PLATFORM NAME	SYSTEM NO. OF PLAT- FORMS	PME TERM. PER PLAT (NTRMP)	FAILS*/ MONTH PER PLAT	FAILS*/ MONTH PER TERM.	FAILS*/ M.L.HRS PER PLAT	FAILS*/ M.L.HRS PER TERMINAL	PROD. COST PER PLAT TYPE (\$K)
1	EC135 ABNCP	25.	1.00	0.492	0.492	5840.	6840.	412.
2	E4B ABNCP	6	1.00	3.835	3.835	19973.	19973.	1682.
3	FIXED GNDP	8.	1.00	0.803	0.803	1100.	1100.	1255.

\* THESE FAILURES INCLUDE EVERY EVENT REQUIRING MAINTENANCE ACTION  
(INCLUDING REPAIR-IN-PLACE). THEY DO NOT INCLUDE FALSE PULLS.

OUTPUT TABLE 7: MANPOWER REQUIREMENTS

BASE TYPE (NS)	MAINT.		MGMT. DATA		TOTAL MANYEARS		TOTAL MANHOURS		TOTAL MANYEARS	
	YEAR PER BASE	PER YEAR PER BASE	YEAR PER BASE	PER YEAR PER BASE	PER YEAR PER BASE	PER YEAR PER BASE	PER YEAR PER BASE	PER YEAR PER BASE	PER YEAR PER BASE	PER YEAR PER BASE
1	107.	20.	0.1	127.	0.1	127.	0.1	0.1	0.1	0.1
2	80.	15.	0.1	95.	0.1	95.	0.1	0.1	0.1	0.1
3	57.	11.	0.0	68.	0.0	68.	0.0	0.0	0.0	0.0
4	57.	11.	0.0	137.	0.0	137.	0.1	0.1	0.1	0.1
5	641.	107.	0.4	2243.	0.4	2243.	1.3	1.3	1.3	1.3
6	95.	18.	0.1	226.	0.1	226.	0.1	0.1	0.1	0.1
7	57.	11.	0.0	137.	0.0	137.	0.1	0.1	0.1	0.1
BASE TOTAL	- -	- -	- -	3033.	- -	3033.	1.8	1.8	1.8	1.8
DEPOT TOTAL	- -	- -	- -	518.	- -	518.	0.3	0.3	0.3	0.3
TOTAL	- -	- -	- -	3550.	- -	3550.	2.1	2.1	2.1	2.1

TOTAL MANYEARS PER YEAR  
IN TRAINING

FIRST YEAR	11.7
EACH SUBSEQUENT YEAR	1.0

# LCC SENSITIVITY ANALYSIS TABLE

CHANGE IN LCC (\$M) DUE TO AN INCREASE OF 25.0 % IN:  
 GLOBAL UNIT COST (XUC FACTOR) - 0.015  
 GLOBAL FAILURE RATE (XFR FACTOR) - 0.004  
 GLOBAL FALSE CALL RATE (XFCR FACTOR) - 0.004  
 MAINTENANCE REPAIR TIMES (BMT/DMS FACTOR) - 0.009  
 REPAIR MATERIALS COST (XRM FACTOR) - 0.016  
 MOD/1 LABOR HOURS (XHL FACTOR) - 0.014  
 CHANGE IN LCC (\$M) DUE TO AN INCREASE OF 4.0 YEARS IN:  
 SYSTEM LIFETIME (PLUP FACTOR) - 2.440

## ITEM FAILURE RATE (ORDERED BY SIGNIFICANCE)

ITEM INDEX	3	5	1	6	11	10	2	16	17	18	16	22	17
CHANGE IN FR (PPM)	285.	285.	251.	251.	92.	92.	256.	256.	256.	36.	36.	36.	36.
CHANGE IN LCC (\$M)	0.150	0.119	0.112	0.068	0.060	0.060	0.042	0.042	0.042	0.036	0.028	0.028	0.028

## ITEM UNIT COST (ORDERED BY SIGNIFICANCE)

ITEM INDEX	5	3	11	10	18	2	16	17	6	23	13
CHANGE IN UP	250.	150.	250.	250.	250.	1250.	250.	250.	750.	250.	250.
CHANGE IN LCC (\$M)	0.115	0.041	0.034	0.034	0.033	0.029	0.027	0.027	0.022	0.020	0.017

## ITEM FALSE CALL RATE (ORDERED BY SIGNIFICANCE)

ITEM INDEX	3	1	6	4	7	2	5	18	17	16	15	14
CHANGE IN FPR	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.0	0.0	0.0	0.0	0.0
CHANGE IN LCC (\$M)	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.0	0.0	0.0	0.0	0.0

## ITEM REPAIR MATERIALS COST (ORDERED BY SIGNIFICANCE)

ITEM INDEX	11	10	18	16	22	17	23	13	24	21	20	19
CHANGE IN RM (COST)	25.	25.	25.	25.	25.	25.	25.	25.	25.	25.	25.	25.
CHANGE IN LCC (\$M)	0.014	0.014	0.008	0.006	0.006	0.006	0.005	0.002	0.002	0.002	0.002	0.002

## ITEM INTERMEDIATE REPAIR FRACTION (ORDERED BY SIGNIFICANCE)

ITEM INDEX	5	3	1	6	4	2	7	18	17	16	15	14
CHANGE IN RTS	0.0	0.01	0.01	0.01	0.01	0.01	0.01	0.25	0.25	0.25	0.25	0.25
CHANGE IN LCC (\$M)	-0.071	-0.005	-0.004	-0.003	-0.002	-0.002	-0.002	0.0	0.0	0.0	0.0	0.0

## ITEM DEPOT REPAIR FRACTION (ORDERED BY SIGNIFICANCE)

ITEM INDEX	3	1	6	5	2	7	4	18	17	16	15	14
CHANGE IN MRTS	0.25	0.25	0.25	0.0	0.25	0.25	0.25	0.0	0.0	0.0	0.0	0.0
CHANGE IN LCC (\$M)	-0.210	-0.196	-0.106	-0.082	-0.059	-0.039	-0.035	0.0	0.0	0.0	0.0	0.0

## ITEM CONDEMNATION RATE (ORDERED BY SIGNIFICANCE)

ITEM INDEX	25	24	23	22	21	20	19	18	17	16	15	14
CHANGE IN CONDO	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
CHANGE IN LCC (\$M)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## LCC SENSITIVITY ON WHICH SRUS SHOULD BE LRU

ITEM INDEX	11	10	18	17	16	22	23	13	21	20	19	24
CHANGE IN SRU	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
CHANGE IN LCC (\$M)	-0.204	-0.204	-0.159	-0.138	-0.138	-0.103	-0.089	-0.043	-0.042	-0.042	-0.042	-0.041



ATU LCC Model RLA Program

2 Input Tables

1 Output Table

INPUT TABLE 1: SRU/SRU CROSS REFERENCE DATA (FROM FILE 8B)

SRU INDEX (11)	#SRU TYPES IN SRU (NUS)	SRU INDEX NO. (1SRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (1SRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (1SRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (1SRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (1SRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (1SRU)	SRU QUAN- TITY (QPA)	SRU INDEX NO. (1SRU)	SRU QUAN- TITY (QPA)
1	2	10	1	11	1	0	0	0	0	0	0	0	0	0	0
2	4	12	1	13	2	14	1	15	1	0	0	0	0	0	0
3	3	16	1	17	1	18	1	0	0	0	0	0	0	0	0
4	4	18	1	19	1	20	1	21	1	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	22	2	23	1	0	0	0	0	0	0	0	0	0	0
7	3	24	1	24	1	25	1	0	0	0	0	0	0	0	0

INPUT TABLE 2: TOTAL ITEM SUPPORT COST - TIAC(I,R)  
(COSTS IN THOUSANDS OF DOLLARS)

ITEM INDEX	GLOBAL MAINTENANCE STRATEGY - R					
	1	2	3	4	5	6
1	1284.7	1473.9	1615.9	1463.8	1531.3	4399.9
2	570.0	665.2	705.7	617.5	641.1	2461.7
3	1631.9	1907.3	2101.0	1940.2	2029.3	8129.2
4	485.6	546.3	605.9	501.8	533.5	2792.1
5	685.4	698.6	699.3	933.8	935.9	946.5
6	895.6	1030.9	1122.6	1000.7	1046.3	3777.3
7	502.2	562.9	622.5	508.6	540.3	2175.3
10	934.4	639.4	886.0	356.4	664.6	68.1
11	934.4	639.4	886.0	356.4	664.6	68.1
12	302.2	192.9	153.4	140.3	106.6	50.3
13	402.8	267.6	256.8	162.0	162.7	52.1
14	302.2	192.9	153.4	140.3	106.6	50.3
15	302.2	192.9	153.4	140.3	106.6	50.3
16	557.4	368.5	446.9	229.2	336.6	57.6
17	557.4	368.5	446.9	229.2	336.6	57.6
18	640.2	424.2	547.1	262.8	423.2	60.4
19	279.8	174.4	151.0	152.4	138.0	51.3
20	279.8	174.4	151.0	152.4	138.0	51.3
21	279.8	174.4	151.0	152.4	138.0	51.3
22	613.7	424.7	503.2	229.2	336.6	57.6
23	490.8	327.9	377.8	207.7	280.9	55.8
24	279.8	174.4	151.0	152.4	138.0	51.3
25	279.8	174.4	151.0	152.4	138.0	51.3

OUTPUT TABLE 1: REPAIR LEVEL ANALYSIS						
ITEM INDEX (1)	LRU (1) OR SRU (0)	REPAIR LEVEL - RL			RESULTS DIFF. FROM CONTRACTOR INPUT	
		BASE (1)	DEPOT (2)	DISCARD (3)		
1	1	*	*		*	
2	1	*	*		*	
3	1	*	*		*	
4	1	*	*		*	
5	1	*	*	*	*	
6	1	*	*		*	
7	1	*	*		*	
10	0	*	*		*	
11	0	*	*	*	*	
12	0	*	*		*	
13	0	*	*	*	*	
14	0	*	*	*	*	
15	0	*	*	*	*	
16	0	*	*	*	*	
17	0	*	*	*	*	
18	0	*	*	*	*	
19	0	*	*	*	*	
20	0	*	*	*	*	
21	0	*	*	*	*	
22	0	*	*	*	*	
23	0	*	*	*	*	
24	0	*	*	*	*	
25	0	*	*	*	*	

ATU LCC Model

Illustrative Run #2

1 Input Table

10 Output Tables

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*****  
* AFSATCOM TERMINAL UPGRADES LCC MODEL *  
* RUN: ILLUSTRATIVE RUN #2 *  
*****
```

INPUT TABLE 9A: JIM MAINTENANCE DATA

ITEM INDEX*	MEAN (MTBM11)	TIME BETWEEN MAINT. (MTBM12)	INCIDENTS (MTBM14)	*FAILURE SPOT RATED (TPR)	FRACTION		FAILURE		BASE LV		DEPOT		R.L. (TAL)		
					REPAIRED (RIP)	IN PLACE (IPCF)	REPAIRS AT (RTS)	COND (NRIS)	REMOVE MAN (RMH)	REPLACE MAN (BCHM)	REPAIR MAN (BCHM)	LV HRS (BMH)			
1	0.	1000.	1000.	0.	0.050	0.10	5.00	0.0	1.000	0.0	0.30	0.40	3.00	2.00	2
2	0.	1000.	1000.	0.	0.050	0.10	5.00	0.0	1.000	0.0	0.30	0.40	3.00	2.00	2
3	1000.	1000.	1000.	0.	0.050	0.0	0.0	0.0	1.000	0.0	0.30	0.40	3.00	2.00	2
4	1000.	1000.	1000.	0.	0.050	0.10	5.00	0.0	1.000	0.0	0.30	0.40	3.00	2.00	3
5	0.	1000.	1000.	0.	0.050	0.0	0.0	0.0	1.000	0.0	0.30	0.40	3.00	2.00	2
6	0.	1000.	1000.	0.	0.050	0.10	5.00	0.0	1.000	0.0	0.30	0.40	3.00	2.00	2
7	0.	1000.	1000.	0.	0.050	0.10	5.00	0.0	1.000	0.0	0.30	0.40	3.00	2.00	2
10	0.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	2
11	0.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	2
12	0.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	3
13	0.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	2
14	0.	8000.	2200.	0.	0.	0.0	0.0	0.0	1.000	0.0	0.0	1.00	5.00	2.00	3
15	0.	8000.	2200.	0.	0.	0.0	0.0	0.0	1.000	0.0	0.0	1.00	5.00	2.00	3
16	8000.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	2
17	8000.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	2
18	8000.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	2
19	8000.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	3
20	8000.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	3
21	8000.	8000.	2200.	0.	0.	0.0	0.0	0.0	1.000	0.0	0.0	1.00	5.00	2.00	3
22	0.	8000.	2200.	0.	0.	0.0	0.0	0.0	1.000	0.0	0.0	1.00	5.00	2.00	2
23	0.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	2
24	0.	8000.	2200.	0.	0.	0.0	0.0	0.0	0.900	0.100	0.0	1.00	5.00	2.00	2
25	0.	8000.	2200.	0.	0.	0.0	0.0	0.0	1.000	0.0	0.0	1.00	5.00	2.00	3

OUTPUT TABLE 1: SUMMARY BY TOP-LEVEL COST ELEMENTS  
(IN MILLIONS OF CONSTANT DOLLARS)

PROGRAM COST	DEVELOPMENT	PRODUCTION	SUPPORT	TOTAL
FULL SCALE ENG. DEVT	20.00	0.0	0.0	20.00
PRODUCTION: PME	0.0	0.00	0.0	0.00
OPERATIONS	0.0	30.00	0.0	30.00
MOD/INSTALLATION	0.0	0.0	0.0	0.0
SPARES INVESTMENT	0.0	28.16	0.0	28.16
REPLACEMENT	0.0	0.00	0.0	0.00
SUPPORT EQUIPMENT	0.0	0.0	1.56	1.56
ON EQUIPMENT	0.24	3.99	0.0	4.23
OFF EQUIPMENT	0.0	0.0	0.14	0.14
TRAINING	0.0	0.0	1.62	1.62
INVENTORY MANAGEMENT	0.0	0.0	0.45	0.45
TECHNICAL ORDERS	0.0	0.0	0.38	0.38
		1.31	0.0	1.31
TOTAL COST	20.24	64.26	4.15	88.64

\* "OTHER" INCLUDES SYSTEMS TEST, SYSTEM/PROJECT MANAGEMENT, DATA (EXCEPT TECHNICAL ORDERS), AND INDUSTRIAL FACILITIES.



OUTPUT TABLE 2: PLATFORM MODIFICATION/INSTALLATION COSTS  
(IN MILLIONS OF CONSTANT DOLLARS)

***RECURRING MOD/I COST TOTALS BY PLATFORM***										
PLAT- FORM INDEX (NP)	PLATFORM NAME	FIXED PLAT. PREP/ RSTR.	A-KIT EQUIP- MENT	MOD/I LABOR	RETRO- FIT MOD/I TOTAL	PRDC- TION MOD/I TOTAL	TOTAL	* A-KIT PLUS LABOR COSTS BY AREA *		
								* ANTENNA	ELEC. BOX	CNTL. HD CABLING
1	EC135 ABMCP	10.246	0.075	0.034	10.355	0.0	10.355	0.0	0.036	0.036
2	E48 ABMCP	15.600	0.018	0.008	15.626	0.0	15.626	0.0	0.009	0.009
3	FIXED CNDP	0.638	0.024	0.012	0.675	0.0	0.675	0.0	0.012	0.012
COST TOTALS		26.484	0.117	0.054	26.655	0.0	26.655	0.0	0.057	0.057

OUTPUT TABLE 3: OPERATION AND LOGISTICS SUPPORT COST ELEMENTS  
(IN MILLIONS OF CONSTANT DOLLARS)

COST ELEMENT	INITIAL	RECURRING	TOTAL	INDEP BASES	CIMF BASES	SATEL BASES	BASE TOTAL	AIR BASES	GROUND BASES	DL POT TOTAL
OPERATIONS LABOR		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADDED FUEL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INITIAL SPARES	0.40	0.40	0.40	0.03	0.10	0.00	0.13	0.12	0.01	0.26
REPLACE. SPARES		1.56	1.56	0.30	1.20	0.05	1.56	1.43	0.12	
ON-EQUIP. MAINT.		0.14	0.14	0.02	0.12	0.01	0.14	0.13	0.01	
OFF-EQUIP. MAINT.		1.62	1.62	0.07	0.39	0.0	0.47	0.41	0.06	1.15
SUPPORT EQUIPMENT										
COMMON	0.40	1.80	2.20	0.0	1.65	0.0	1.65	1.65	0.0	0.55
PECULIAR	0.38	1.41	1.79	0.64	1.15	0.0	1.79	1.13	0.65	0.0
INVENTORY MANAG.	0.14	0.24	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.38
MAINT. TRAINING*	0.28	0.17	0.45	--	--	--	0.0	--	--	0.45
TECH. DATA	0.38	0.93	1.31	0.00	0.00	0.00	0.00	0.00	0.00	1.31
TOTALS	1.99	7.86	9.85	1.07	4.61	0.06	5.74	4.88	0.86	4.10

(\* MAINT. TRAINING IS ALLOCATED TO BASE TOTAL AND DEPOT TOTAL BUT IS NOT FURTHER ALLOCATED AMONG BASE TYPES

NUMBER OF BASES:

INDEP. = 5.	AIR BASES = 7.
CIMF = 5.	GROUND BASES = 5.
SATEL. = 2.	TOTAL = 12.
TOTAL = 12.	

OUTPUT TABLE 4A: ITEM-SPECIFIC MAINTENANCE AND COSTS CHARACTERISTICS  
(COSTS IN THOUSANDS OF CONSTANT DOLLARS)

ITEM INDEX (1)	ITEM NAME	LRU INDI- CATOR (LRU)	INITIAL SPARES (ISCA)	REPL. SPARES (RSCA)	ON- EQUIP. MAINT. (ONMCA)	EQUIP. MAINT. (EQMCA)	MAINT. TRAINING (MTRC)	TECH. ORDERS (TDC)	ITEM INVENT. MGMT. (IIMCA)	TOTAL ITEM SUPPORT COST	CORR. MAINT. COST/FAIL (RSCA+ONMCA +OFMCA)	TOTAL SUPPORT COST + SECI (TIAC)
1	LRU 1	1	75.0	0.0	34.1	310.5	29.8	117.6	4.8	571.8	0.208	1474.3
2	LRU 2	1	52.6	0.0	8.2	73.8	29.8	75.9	4.3	244.5	0.206	622.2
3	LRU 3	1	106.1	0.0	44.6	416.9	29.8	134.5	4.5	736.4	0.204	1953.5
4	LRU 4	1	52.9	0.0	12.8	114.2	29.8	56.5	4.0	270.2	0.204	507.6
5	LRU 5	1	4.4	437.0	8.7	27.8	4.1	70.9	4.3	557.2	1.069	934.3
6	LRU 6	1	59.2	0.0	20.9	188.0	29.8	91.0	4.3	393.3	0.205	1008.3
7	LRU 7	1	39.7	0.0	12.8	114.2	29.8	56.5	4.0	257.0	0.204	514.4
10	SRU 1	0	1.2	115.4	0.0	77.9	29.8	51.2	40.1	315.8	0.317	361.7
11	SRU 2	0	1.2	115.4	0.0	77.9	29.8	51.2	40.1	315.8	0.317	361.7
12	SRU 3	0	0.0	52.0	0.0	14.1	29.8	43.2	3.6	105.7	1.020	105.7
13	SRU 4	0	0.5	21.0	0.0	1.5	4.1	41.5	3.6	105.7	1.020	105.7
14	SRU 5	0	0.0	52.0	0.0	1.5	4.1	41.5	3.6	105.7	1.020	105.7
15	SRU 6	0	0.0	52.0	0.0	1.5	4.1	41.5	3.6	105.7	1.020	105.7
16	SRU 7	0	0.8	53.7	0.0	36.2	29.8	45.9	40.1	206.6	0.317	233.2
17	SRU 8	0	1.0	70.0	0.0	47.2	29.8	47.3	40.1	235.4	0.317	267.1
18	SRU 9	0	0.0	85.4	0.0	2.3	4.1	41.6	3.6	137.1	1.017	137.1
19	SRU 10	0	0.0	85.4	0.0	2.3	4.1	41.6	3.6	137.1	1.017	137.1
20	SRU 11	0	0.0	85.4	0.0	2.3	4.1	41.6	3.6	137.1	1.017	137.1
21	SRU 12	0	0.0	85.4	0.0	2.3	4.1	41.6	3.6	137.1	1.017	137.1
22	SRU 13	0	0.8	53.7	0.0	36.2	29.8	45.9	40.1	206.6	0.317	233.2
23	SRU 14	0	0.7	43.2	0.0	29.1	29.8	45.0	40.1	188.1	0.317	211.5
24	SRU 15	0	0.0	85.4	0.0	2.3	4.1	41.6	3.6	137.1	1.017	137.1
25	SRU 16	0	0.0	85.4	0.0	2.3	4.1	41.6	3.6	137.1	1.017	137.1
COST TOTALS OVER ITEMS												10083.9
												5856.5
												380.6
												1311.0
												454.2
												1616.0
												142.1
												1555.3
												397.2

OUTPUT TABLE 4B: SYSTEM-WIDE ITEM COSTS AND MAINTENANCE CHARACTERISTICS

ITEM INDEX	SYSTEM NO. OF INSTALLED ITEMS	TOTAL NO. OF INITIAL BASEL SPARES	TOTAL NO. OF INITIAL DEPOT SPARES	SYSTEM NO. OF ITEMS	NO. OF ITEM FAILS PER MONTH	NO. OF LIFE CYCLE FAILS (NO RIP OR FALSE PULLS)	LEARNED UNIT COST	PRODUCTION CONTRACT PROCUREMENT QUANTITY
1	14.	13.	24.	51.	9.22	1659.	2000.	51.
2	25.	5.	8.	38.	2.22	399.	4101.	38.
3	62.	14.	32.	108.	12.59	2267.	2284.	108.
4	6.	5.	11.	22.	3.45	621.	3409.	22.
5	25.	6.	0.	31.	2.46	443.	794.	60.
6	31.	9.	16.	56.	5.67	1020.	2395.	56.
7	6.	5.	11.	22.	3.45	621.	2557.	22.
10	14.	0.	1.	15.	3.39	611.	858.	6.
11	14.	0.	1.	15.	0.31	55.	897.	6.
12	25.	0.	0.	25.	0.62	111.	985.	4.
13	50.	0.	1.	50.	0.31	55.	897.	1.
14	25.	0.	0.	25.	0.31	55.	897.	4.
15	25.	0.	0.	25.	0.31	55.	897.	4.
16	62.	0.	1.	63.	1.57	283.	922.	3.
17	62.	0.	1.	63.	1.57	283.	922.	3.
18	68.	0.	1.	69.	2.05	370.	901.	4.
19	6.	0.	0.	6.	0.48	86.	854.	6.
20	6.	0.	0.	6.	0.48	86.	854.	6.
21	6.	0.	0.	6.	0.48	86.	854.	6.
22	62.	0.	1.	63.	1.57	283.	922.	3.
23	37.	0.	1.	38.	1.27	228.	938.	2.
24	6.	0.	0.	6.	0.48	86.	854.	6.
25	6.	0.	0.	6.	0.48	86.	854.	6.

OUTPUT TABLE 4C: SYSTEM-WIDE MAINTENANCE CHARACTERISTICS

AVERAGE CORRECTIVE MAINTENANCE COST PER FAILURE (\$K) FOR		TOTAL NUMBERS OF LRU FAILURES:	
LRUS	SRUS	MONTHLY	LIFETIME
0.259	0.441	39.	7030.

[illegible][illegible]

SUBTOTAL	41	4328.
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120. SOFTWARE DEVELOPMENT COST -

TOTAL SUPPORT EQUIPMENT COST : 4448.

4448

OUTPUT TABLE 6: PLATFORM/TERMINAL FAILURE RATE DATA

PLAT- FORM INDEX (NP)	PLATFORM NAME	SYSTEM NO. OF PLAT- FORMS	PME TERM. PER PLAT (NTRMP)	FAILS*/ MONTH		FAILS*/ MONTH		FAILS*/ MIL.HRS		PROD. COST PER PLAT TYPE (\$K)
				PER PLAT	TERM.	PER PLAT	TERM.	PER PLAT	TERMINAL	
1	EC135 ABNCP	25.	1.00	0.492	0.492	0.492	0.492	6840.	6840.	412.
2	E4B ABNCP	6.	1.00	3.835	3.835	3.835	3.835	19973.	19973.	1682.
3	FIXED GNDP	8.	1.00	0.803	0.803	0.803	0.803	1100.	1100.	1255.

\* THESE FAILURES INCLUDE EVERY EVENT REQUIRING MAINTENANCE ACTION  
(INCLUDING REPAIR-IN-PLACE). THEY DO NOT INCLUDE FALSE PULLS.

OUTPUT TABLE 7: MANPOWER REQUIREMENTS

BASE TYPE (NS)	MANHOURS PER YEAR PER BASE	MAINT.	MCMT. DATA	TOTAL MANYEARS PER YEAR PIP BASE	TOTAL MANHOURS PER YEAR/BASE TYPE	TOTAL MANYEARS PER YEAR/BASE TYPE
1	14.		20.	0.0	34.	0.0
2	11.		15.	0.0	26.	0.0
3	5.		11.	0.0	17.	0.0
4	5.		11.	0.0	33.	0.0
5	73.		107.	9.1	539.	0.3
6	12.		18.	0.0	59.	0.0
7	5.		11.	0.0	33.	0.0
BASE TOTAL	- -	- -	- -	- -	742.	0.4
DEPOT TOTAL	- -	- -	- -	- -	1515.	0.9
TOTAL	- -	- -	- -	- -	2257.	1.3

TOTAL MANYEARS PER YEAR  
IN TRAINING

FIRST YEAR	4.3
EACH SUBSEQUENT YEAR	0.3



# LCC SENSITIVITY ANALYSIS TABLE

CHANGE IN LCC (\$M) DUE TO AN INCREASE OF 25.0% IN:  
 GLOBAL UNIT COST (XUC FACTOR) - 0.587  
 GLOBAL FAILURE RATE (XFR FACTOR) - 1.000  
 GLOBAL FALSE PULL RATE (XFLR FACTOR) - 0.004  
 MAINTENANCE REPAIR TIMES (XMT/UMI FACTOR) - 0.438  
 REPAIR MATERIALS COST (XRM FACTOR) - 0.063  
 MOD/1 LABOR HOURS (XMIH FACTOR) - 0.014

CHANGE IN LCC (\$M) DUE TO AN INCREASE OF 4.0 YEARS IN:  
 SYSTEM LIFETIME (PLUP FACTOR) - 2.121

## ITEM FAILURE RATE (ORDERED BY SIGNIFICANCE)

ITEM INDEX	3	1	5	6	11	10	4	7	2	18	22	17
CHANGE IN FR (PPM)	285	251	285	251	92	92	256	256	256	36	36	36
CHANGE IN LCC (\$M)	0.162	0.119	0.119	0.075	0.055	0.055	0.048	0.046	0.034	0.033	0.025	0.025

## ITEM UNIT COST (ORDERED BY SIGNIFICANCE)

ITEM INDEX	5	3	2	6	18	11	10	4	7	2	17	16	1	24
CHANGE IN UP	250	750	1250	750	250	250	250	250	250	250	250	250	500	250
CHANGE IN LCC (\$M)	0.115	0.062	0.039	0.033	0.033	0.032	0.032	0.032	0.028	0.028	0.028	0.028	0.026	0.023

## ITEM FALSE PULL RATE (ORDERED BY SIGNIFICANCE)

ITEM INDEX	3	1	6	4	7	2	5	18	17	16	15	14
CHANGE IN FPR	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012
CHANGE IN LCC (\$M)	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

## ITEM REPAIR MATERIALS COST (ORDERED BY SIGNIFICANCE)

ITEM INDEX	11	10	18	16	22	17	23	13	24	21	15	14
CHANGE IN RM (COST)	25	25	25	25	25	25	25	25	25	25	25	25
CHANGE IN LCC (\$M)	0.014	0.014	0.008	0.006	0.006	0.006	0.005	0.002	0.002	0.002	0.002	0.002

## ITEM INTERMEDIATE REPAIR FRACTION (ORDERED BY SIGNIFICANCE)

ITEM INDEX	5	3	21	20	19	25	24	1	6	14	12	15
CHANGE IN RIS	0.0	0.25	0.0	0.0	0.0	0.0	0.0	0.25	0.25	0.0	0.0	0.0
CHANGE IN LCC (\$M)	-0.071	-0.021	-0.016	-0.016	-0.016	-0.016	-0.016	-0.015	-0.011	-0.010	-0.010	-0.010

## ITEM DEPOT REPAIR FRACTION (ORDERED BY SIGNIFICANCE)

ITEM INDEX	5	20	21	20	19	25	14	12	15	16	22	23
CHANGE IN NRTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN LCC (\$M)	-0.077	-0.016	-0.016	-0.016	-0.016	-0.016	-0.010	-0.010	-0.010	0.0	0.0	0.0

## ITEM CONDEMNATION RATE (ORDERED BY SIGNIFICANCE)

ITEM INDEX	25	24	23	22	21	20	19	18	17	16	15	14
CHANGE IN CONDO	0.0	0.0	0.25	0.25	0.0	0.0	0.0	0.25	0.25	0.25	0.0	0.0
CHANGE IN LCC (\$M)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## LCC SENSITIVITY ON WHICH SRUS SHOULD BE FRU

ITEM INDEX	17	10	18	17	16	22	23	19	21	20	25	24
CHANGE IN SRU	1	1	1	1	1	1	1	1	1	1	1	1
CHANGE IN LCC (\$M)	-0.163	-0.163	0.150	-0.139	-0.139	-0.088	-0.080	-0.087	-0.047	-0.047	-0.045	-0.045

## APPENDIX C

### GLOSSARY OF ACRONYMS

ABNCP	airborne command post
ABNFE	airborne force element
AF	Air Force
AFSATCOM	Air Force Satellite Communications System
ATU	AFSATCOM Terminal Upgrades
BITE	built-in test equipment
CIMF	centralized intermediate maintenance facility
CN	contractor
CSE	common support equipment
DTC/LCC	design to cost/life cycle cost
ED	explicit decimal
EHF	extremely high frequency
FE	force element
FI	fixed form
FR	free form
FIX/TRAN FE	fixed/transportable force element
FSED	full scale engineering development
FY	fiscal year
G&A	general and administrative
GFE	government furnished equipment
GNDGP	ground command post
ID	implicit decimal
IND	independent base
LCC	life cycle cost
LRU	line replaceable unit
MBS	maintenance bench set
MOD/I	modification/installation
MTBMT	mean time between maintenance incidents
O&LS	operations and logistics support
OJT	on the job training
PIUP	planned inventory utilization period
PME	prime mission equipment
PSE	peculiar support equipment
RFP	request for proposal
RJ	right justified
RLA	repair level analysis
SAC	Strategic Air Command
SAT	satellite base
SHF	super high frequency

GLOSSARY OF ACRONYMS  
(concluded)

SOW	statement of work
SSS	Strategic Satellite System
SRU	shop repairable unit
TO	technical order
TRC	technology repair center
UCT	universal card tester