

Partnership Synopsis

All Partnerships At All Navy Depots

NA-01		As of Fourth Quarter FY04	
Project: AV-8B Remanufacture Program		Status: Completed Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	CHYPT	Boeing and BAE Team	Workshare
Authority		Period Of Performance	
Not Applicable Other-Memorandum of Understanding (MOU)		Start Date: April 1996	End Date: September 2003
Description of Partnership			
<p>In general, NADEP Cherry Point disassembles AV-8B Day-Attack aircraft and repairs and/or modifies 287 components and provides those units as re-used Government Furnished Equipment (GFE) to Boeing and BAE. Boeing and BAE install GFE and CFE into a new fuselage and deliver the remanufactured aircraft to the Fleet. Boeing and NADEP Cherry Point have a MOU and Condition of Supplies (COS) to process the CFE and GFE. NADEP delivers 23 kits consisting of the 287 CFE components to meet Boeing and BAE production schedules. Boeing delivers remanufactured (REMAN) aircraft to the Fleet in accordance with delivery schedule contained in a Fleet letter. Boeing is contracted by NAVAIR PMA257 and NADEP CHPT is funded by NAVAIR PMA257 to perform the workload. NADEP Cherry Point provides: skilled labor force, existing support equipment, delivery of 205 RFU Components to Boeing, Delivery of 45 Modified Components to Boeing, delivery of 37 RFI Components to Boeing, parts required to perform repair, production engineering support, depot logistics support and engineering support. Boeing and BAE provide: skilled labor force, existing support equipment, supplies parts for mod kits to NADEP Cherry Point, production of REMAN aircraft, delivery of REMAN aircraft to the Fleet, and engineering support.</p>			
Weapon System(s) or Equipment Being Supported			
AV-8B Harrier; AV8-B Harrier			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:		\$45,000,000	
Expected Annual Revenue:		\$6,500,000	
Depot Revenue To Date:		\$46,880,641	
Benefits			
Excessive corrosion found during processing resulted in new maintenance processes for components previously considered "lifetime" components.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership		26.0	
Anticipated private sector jobs in the local community (excluding those at the depot)		_____	
Anticipated private sector jobs at the depot		_____	
Federal Government DLHs at the depot expended to date		604,339.0	
Capital Investment			
Expected private sector investment		\$ _____ 0	
Expected direct investment at the depot by other government entities		\$ _____ 0	

NA-02		As of Fourth Quarter FY04	
Project:	AN/AWG-9 Fire Control Radar Components	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Systems & Electronics, Inc (SEI)	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	February 1999	End Date: February 2003
Description of Partnership			
<p>In 1999, SEI was under a Low Rate Initial Production contract (N00189-95-C-0333) to develop AN/AWG-9 Test Program Sets for the CASS Offload program. Under this contract, SEI was provided AN/AWG-9 assets (GFE) and they are required to maintain these assets in RFI condition. Based on this maintenance requirement SEI requested NADEP Jacksonville enter into a teaming arrangement with them to repair any of the AN/AWG-9 Units Under Test (UUT) that fail during their LRIP and Production contracts. SEI notifies NADEP Jacksonville when an AN/AWG-9 component fails. NADEP Jacksonville issues a delivery order with the cost estimate to perform a check, test, and repair the failed unit. SEI provides funding to complete this effort. Upon receipt of funding, NADEP Jacksonville completes the repairs and ships the RFI unit back to SEI. SEI provides: failed units, funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provides: existing facilities, manpower, existing support equipment, and existing technical documentation. This arrangement was available in FY01, but no depot resources were used in FY01.</p>			
Weapon System(s) or Equipment Being Supported			
AN/AWG-9 Fire Control Radar Components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$10,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$15,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			124.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-03		As of Fourth Quarter FY04	
Project:	Various F-14, EA-6B, AH-1 and F-22 Antenna and Radome Testing	Status:	Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Neptune Technical Services, Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	December 2000	End Date: October 2001
Description of Partnership			
<p>Neptune Tech Services, Inc. develops and manufactures advanced composite and bonded metallic structures for frontline fighter, attack, and electronic warfare aircraft. Additionally, Neptune manufactures engineered composite structures for microwave and RF communications hardware, naval and ground vehicle structures and industrial fabrications. Under this agreement Naval Air Depot Jacksonville (NADEP JAX) was to provide RF antenna and radome testing, autoclave processing, and coordinates measuring machine inspection on an as requested basis. In this agreement, Neptune Technical Services was to notify NADEP JAX when a negotiated type service was required. NAVAIRDEPOT JAX was to issue a delivery order with the cost estimate to perform the service. Neptune Technical Services was to provide funding to complete this effort. Upon receipt of funding, NADEP JAX was to perform the service and notify Neptune Technical Services when the unit or component was ready for pickup. Neptune Technical Services was to provide: the article or unit to be tested, funding to perform test, and shipping to and from NADEP JAX. NADEP JAX was to provide: existing facilities, manpower, existing support equipment, and existing technical documentation. Although this arrangement was in place during FY01, Neptune Tech Services, Inc. did not generate any requirements to NADEP JAX.</p>			
Weapon System(s) or Equipment Being Supported			
Various F-14, EA-6B, AH-1 and F-22 Components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$55,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$0
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-04		As of Fourth Quarter FY04	
Project: J-52 Engines		Status: Completed Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	General Electric Engine Services (GEES) Miami	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date: September 2000	End Date: February 2003	
Description of Partnership			
<p>GEES-M is an engine overhaul shop for gas turbine engines. This facility was performing J-52 Engine warranty support for a Foreign Military customer until May 2000 when this repair/overhaul product line closed. GEES-M is still obligated to provide warranty support for the J-52 Engine and sought a teaming arrangement with NADEP Jacksonville to meet their obligation. In this arrangement GEES-M notifies NADEP Jacksonville when an J-52 Engine fails and requires repair. NADEP Jacksonville issues a delivery order with the cost estimate to perform a check, test, and repair of the failed unit. GEES-M provides funding to complete the effort. Upon receipt of funding, NADEP Jacksonville completes the repairs and provides custody of the RFI J-52 engine back to GEES-M. GEES-M provides failed J-52 engines, funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provides existing facilities, manpower, existing support equipment, existing technical documentation, and material/piece parts via the Navy supply system. The agreement was anticipated to end May 2001, but due to delay in receipt of required material/piece parts to accomplish repairs, the new anticipated completion date is February 2003.</p>			
Weapon System(s) or Equipment Being Supported			
J-52 Engines for Argentine Air Force			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$150,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$61,402
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			413.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-06		As of Fourth Quarter FY04	
Project:	LAU-7, PP-2581A/A Power Supply		Status: Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Associated Aircraft Manufacturing & Sales, Inc. (AAMSI)	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date: July 2000	End Date: August 2001	
Description of Partnership			
Associated Aircraft Manufacturing & Sales, Inc. deals in the manufacturing and sales of U.S. military aircraft equipment and parts. They sell this equipment and parts to both the U. S. government Military and approved Foreign Military customers. Under the agreement, AAMSI notified NADEP Jacksonville when they had PP-2581A/A Power Supplies requiring repair. NADEP Jacksonville issued a delivery order with the cost estimate to perform a check, test, and repair of the failed unit. AAMSI provided funding to complete this effort. Upon receipt of funding, NADEP Jacksonville completed the repairs and shipped the RFI unit back to AAMSI. AAMSI provided failed unit(s), funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provided: existing facilities, manpower, existing support equipment, existing technical documentation, and material/piece parts via the Navy supply system.			
Weapon System(s) or Equipment Being Supported			
LAU-7 Power Supply (PP-2581A/A) primarily sold by AAMSI to Foreign Customers			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$15,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$14,240
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			132.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-07 (1)		As of Fourth Quarter FY04	
Project:	F/A-18E/F Integrated Readiness Support Teaming (FIRST) (1)	Status:	Currently Active Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Boeing	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	June 2001	End Date: June 2006
Description of Partnership			
<p>NADEP Jacksonville is assigned depot level maintenance responsibility for specific F/A-18E/F unique components as a function of Title 10 core requirements. The Boeing Company is the original equipment manufacturer of the F/A-18E/F aircraft and provides engineering, logistics and system design and development. The F/A-18E/F Integrated Readiness Support Teaming (FIRST) program provides improved asset availability to the Fleet user thereby increasing overall readiness as well as maintaining core capability at NADEP Jacksonville. The FIRST contract tasks The Boeing Company with providing total asset management, material management, transportation, and reliability improvement support services. The FIRST program is a 5 year contract (2 year base with three (3) one (1) year options).</p> <p>In accordance with the negotiated agreement between NADEP Jacksonville and The Boeing Company, each partner is responsible for the following products or services. The Boeing Company responsibilities include total asset management, negotiating quarterly workload schedules with NADEP Jacksonville, providing assets to support the workload schedule, providing all repair material (piece parts), configuration management (Class 2 change authority), providing engineering and technical support, investigating and incorporating reliability improvements, shipping assets to NADEP Jacksonville, packaging and shipping repaired RFI assets from NADEP Jacksonville, and providing funding to NADEP Jacksonville to accomplish negotiated tasks. NADEP Jacksonville responsibilities include providing facilities to perform negotiated workload, skilled artisans, support equipment and support equipment maintenance. NADEP Jacksonville is also responsible for utilizing existing technical documentation to perform repairs and collect and provide failure data to The Boeing Company for each repairable asset inducted.</p>			
Weapon System(s) or Equipment Being Supported			
F/A-18 E/F Unique Components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$653,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$52,187
Benefits			
<p>NADEP Jacksonville expects to obtain reduced repair cycle time (Turn-Around-Time) based on the Boeing Company providing repair material/parts within two days after identification of the required for material/part. NADEP Jacksonville will collect failure data on repaired components and provide this data to the Boeing company for reliability analysis with the intent of developing and incorporating reliability improvements into specific components.</p>			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			3.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			331.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-07 (2)		As of Fourth Quarter FY04	
Project:	F/A-18E/F Integrated Readiness Support Teaming (FIRST) (2)		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	CHYPT	Boeing	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2563	Start Date: June 2001	End Date: June 2005	
Description of Partnership			
Boeing provides overall program execution as well as customer and engineering support for the Navy's F/A-18E/F unique components to NADEP Cherry Point to repair these F/A-18E/F aircraft air conditioning and environmental support systems. NADEP Cherry Point provides the touch labor and the depot maintenance logistics support to repair the failed F/A-18E/F aircraft air conditioning and environmental support systems components for Boeing.			
Weapon System(s) or Equipment Being Supported			
F/A-18E/F Aircraft air conditioning and Environmental support systems			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$4,400,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$633,753
Benefits			
This arrangement should yield reduced product support costs through reduced Infrastructure (Fleet & Support), reduced obsolescence risks/cost, reduced provisioning and data requirements, and improved availability/reliability resulting in reduced pipeline/inventory requirements. There is expected to also be improved weapon system availability through availability commitments/guarantees, and reliability commitments/guarantees.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			20.0
Anticipated private sector jobs in the local community (excluding those at the depot)			3.00
Anticipated private sector jobs at the depot			0.00
Federal Government DLHs at the depot expended to date			12,958.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-07 (3)		As of Fourth Quarter FY04	
Project:	F/A-18E/F Integrated Readiness Support Teaming (FIRST) (3)	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	NORIS	Boeing	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	June 2001	End Date: June 2006
Description of Partnership			
Boeing has a Performance Based Logistics (PBL) prime contract with NAVICP. NADEP North Island performs depot repair services to Boeing as a subcontractor.			
Boeing provides funding, repairable units, repair parts, obsolescence management, and shipping. NADEP North Island provides touch labor, facilities, technical data, equipment, production engineering and packaging.			
Weapon System(s) or Equipment Being Supported			
Various F/A-18E/F peculiar components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$50,250,000
Expected Annual Revenue:			\$10,000,000
Depot Revenue To Date:			\$1,922,477
Benefits			
This partnership will increase component availability to the Warfighter, improve reliability, reduce the risk incurred by the government due to obsolescence and configuration management and also reduce overall system lifecycle costs.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			57.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			21,285.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-08		As of Fourth Quarter FY04	
Project: SR-61/AS-61 Blades		Status: Completed Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	CHYPT	Aviation Blade Services	Sale Of Services Workshare
Authority	Period Of Performance		
Other-Workshare	Start Date: May 1999	End Date:	September 2001
Description of Partnership			
In this arrangement NADEP Cherry Point dynamically balanced blades. ABS provided the assets. PMA 225 and NAVAIR Depot Cherry Point negotiated quarterly schedules based on ABS requirements for dynamic balance of the SR61/AS61 blades. ABS shipped the scheduled blades to NADEP Cherry Point. Upon completion of the balance NADEP Cherry Point shipped them to ABS. PMA 276 funded the workload. ABS provided: units for dynamic balancing and delivery of units to the depot. NAVAIR Cherry Point provided existing facilities, a skilled labor force, and depot logistics support.			
Weapon System(s) or Equipment Being Supported			
SR-61/AS-61 Blades			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$26,000
Expected Annual Revenue:			\$22,000
Depot Revenue To Date:			\$26,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			239.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-09		As of Fourth Quarter FY04	
Project: P-3/S-3/C-2/F/A-18 Auxiliary Power Units (APUs)		Status: Currently Active Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	CHYPT	Honeywell	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2563	Start Date: June 2000	End Date: June 2010	
Description of Partnership			
<p>Honeywell provides overall Program execution as well as Customer and Engineering Support for the Navy's P-3, S-3, C-2 and F/A-18 APUs and provides parts to NADEP Cherry Point to repair these APUs. NADEP Cherry Point provides the touch labor and the depot maintenance logistics support to repair the failed APU units for Honeywell. Honeywell and NAVAIR Depot Cherry Point negotiate quarterly schedules based on Fleet requirements for the APUs and their related reparable sub-components. NADEP Cherry Point provides the cost for the agreed-upon quarterly schedule of work. Honeywell funds the workload and NADEP Cherry Point completes the repairs. Honeywell provides: failed units, funding to perform repair, delivery of failed units to the depot and pick-up of repaired units, engineering support, parts required to perform the repair, inventory management, warehousing-packaging, handling, storage and transportation. NADEP Cherry Point provides existing facilities, a skilled labor force, existing support equipment, production engineering support, and depot logistics support.</p>			
Weapon System(s) or Equipment Being Supported			
P-3/S-3/C-2/F/A-18 Auxiliary Power Units (APUs)			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:		\$107,000,000	
Expected Annual Revenue:		\$5,300,000	
Depot Revenue To Date:		\$22,334,526	
Benefits			
<p>This arrangement has yielded reduced product support through reduced Infrastructure (Fleet & Support), reduced obsolescence risks/cost, reduced provisioning and data requirements, and improved availability/reliability resulting in reduced pipeline/inventory requirements. It has improved the weapon system availability through availability commitments/guarantees, and reliability commitments/guarantees. NAVICP also indicates that the average time form receipt of requisition is 4.8 days worldwide (versus 35 days prior to the partnership). The supply material availability average of four proframs at depot increased from 65% to 97%. Repairs awaiting parts reduced from 232 to zero. Backorders reduced from 125 to zero. More than 500 plus APU's have been overhauled with over 30 reliability improvements incorporated.</p>			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership		26.0	
Anticipated private sector jobs in the local community (excluding those at the depot)		8.00	
Anticipated private sector jobs at the depot		0.00	
Federal Government DLHs at the depot expended to date		202,553.0	
Capital Investment			
Expected private sector investment		\$ 0	
Expected direct investment at the depot by other government entities		\$ 0	

NA-11		As of Fourth Quarter FY04	
Project:	Calibration, Metal Processing and Engineering Support		Status: Currently Active Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Logistic Services International	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	September 2001	End Date: March 2006
Description of Partnership			
<p>LSI is a Jacksonville, Florida-based company established over twenty years ago to meet non-core component repair and material management needs of the Navy and FMS customers. LSI is a Navy certified source of repair for hundreds of aeronautical components and has capability and capacity to support a broad range of avionics, structural, hydraulic, manufacturing and metal fabrication processes. NADEP Jacksonville will provide calibration, metal processing and engineering support services to LSI on an as requested basis. Under this partnership LSI notifies NADEP Jacksonville when they have a test stand requiring calibration or items requiring metal processing services. NADEP Jacksonville issues a delivery order with the cost estimate to perform the task(s) requested. LSI provides funding to complete this effort. Upon receipt of funding, NADEP Jacksonville performs the task in accordance with the delivery order. LSI provides access to test stand requiring calibration, item requiring metal processing, funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provides existing facilities, manpower, existing support equipment, and existing technical documentation.</p>			
Weapon System(s) or Equipment Being Supported			
ARC182 Radio; Miscellaneous Airframe Components; Trainer Aircraft			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$275,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$24,282
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			_____
Anticipated private sector jobs at the depot			_____
Federal Government DLHs at the depot expended to date			279.0
Capital Investment			
Expected private sector investment			\$ _____ 0
Expected direct investment at the depot by other government entities			\$ _____ 0

NA-12		As of Fourth Quarter FY04	
Project:	LAU-7, AN/APG-65 and AN/ARA-48	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	S & K Technologies, Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	February 2003	End Date: December 2003
Description of Partnership			
<p>S&K Technologies, Inc. requested the services of NADEP Jacksonville to test and repair components utilized on the following systems: LAU-7 Power Supply, APG-65, ARA-48 utilized on multiple aircraft platforms. S&K Technologies, Inc. is a domestic and international supplier or repair support for repairable parts to the military and commercial aviation industries. According to the agreement between S&K Technologies and NADEP Jacksonville, each partner is responsible for the following for each delivery order: S&K Technologies provides funding to have assets tested and repaired, the asset to be repaired, packaging and shipping of RFI assets. NADEP Jacksonville provides facilities to perform repair, skilled labor (artisans), and support equipment. NADEP Jacksonville also maintains support equipment, utilizes technical documentation to perform repairs and provides a certificate of conformance upon completion of repair.</p>			
Weapon System(s) or Equipment Being Supported			
Primarily for Foreign Customers of S& K Technologies, Inc.; Various Aircraft Components--LAU-7, AN/APG-65 and AN/ARA-48			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$500,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$0
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-13		As of Fourth Quarter FY04	
Project:	CF-18 Boresight	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Boeing	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	January 2002	End Date: March 2003
Description of Partnership			
<p>Under this partnership NADEP Jacksonville will provide depot services to calibrate CF-18 Boresight Alignment equipment as requested by the Boeing Company. This work will include, but not be limited to providing program management, supervision, labor, facilities and equipment for the calibration of Boresight Alignment Set, EGI Adapters, MAD Adapters and ADSU Adapters. In accordance to the agreement negotiated between NADEP Jacksonville and the Boeing Company, each partner has certain responsibilities. Boeing Company is responsible for inventory and asset tracking, transportation of assets, repair parts, and technical support. NADEP Jacksonville is responsible for reporting schedule and funding expenditures, induction of assets, calibration of assets, preparation for shipment, and maintenance of inspection and test records. Boeing has a contract with Canada for the assets calibrated by NADEP JAX.</p>			
Weapon System(s) or Equipment Being Supported			
CF-18 Boresight Alignment Equipment Calibration			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$14,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$7,340
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			71.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-14		As of Fourth Quarter FY04	
Project:	Test and Repair Components on P-3, F/A-18, H-3 and H-60	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Aeronautical Systems, Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	January 2002	End Date: December 2007
Description of Partnership			
<p>Aeronautical Systems, Inc. requested services of NADEP Jacksonville to test and repair components utilized on multiple aircraft, including: P-3, F/A-18, AV-8B, H-3 and H-60. Aeronautical Systems, Incorporated is a domestic and international supplier, overhaul and repair facility and Alternative Equipment Manufacturer (AEM) of replacement parts to the military and commercial aviation industries. According to the agreement negotiated between Aeronautical Systems, Incorporated and NADEP Jacksonville each partner is responsible for the following for each delivery order. Aeronautical Systems, Incorporated provides funding to have assets tested and repaired, the asset to be repaired, and packaging and shipping of RFI asset. NADEP Jacksonville provides facilities to perform repair, provide skilled labor (artisans), support equipment and support equipment maintenance. NADEP Jacksonville is also responsible to utilize technical documentation to perform repairs and provide a certificate of conformance upon completion of repair. The assets tested and repaired by NADEP JAX are in turn sold to the Spanish Navy by Aeronautical Systems, Inc.</p>			
Weapon System(s) or Equipment Being Supported			
Components used on multiple aircraft, including P-3, F/A-18, AV-8B, H-3, and H-60			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$160,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$39,374
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			_____
Anticipated private sector jobs at the depot			_____
Federal Government DLHs at the depot expended to date			189.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-15		As of Fourth Quarter FY04	
Project:	AN/ALQ-126B Countermeasures Set		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	BAE Systems	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date: April 2002	End Date: June 2005	
Description of Partnership			
<p>NADEP Jacksonville is assigned and is currently providing depot-level maintenance for the AN/ALQ-126B as a function of Title 10 core requirements. BAE Systems (formerly known as Sanders, a Lockheed Martin Company), the original equipment manufacturer, is currently negotiating a Performance Based Logistics (PBL) contract with NAVICP to improve the availability and reliability of the AN/ALQ-126B assets with the overall goal of reducing total ownership cost. Through the teaming arrangement between NADEP Jacksonville and BAE Systems, BAE will provide total asset management, material management, transportation, and reliability improvement support services. In accordance with the negotiated agreement between NADEP Jacksonville and BAE Systems, each partner will be responsible for the following. BAE Systems provides total asset management, negotiates quarterly workload with NADEP Jacksonville, provides assets to support workload schedule, provides all repair material (piece parts), provides configuration management (Class II change authority), provides engineering and technical support, and investigates and incorporates reliability improvements, ships assets to NADEP Jacksonville, provides packaging and shipping of repaired RFI assets from NADEP Jacksonville, and provides funding to NADEP Jacksonville to accomplish negotiated tasks. NADEP Jacksonville provides facilities to perform negotiated workload, skilled labor (artisans), and support equipment and support equipment maintenance. NADEP Jacksonville is to utilize technical documentation to perform repairs and collect and provide failure data to BAE Systems for each repairable asset inducted.</p>			
Weapon System(s) or Equipment Being Supported			
AN/ALQ-126B Countermeasures Set			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$900,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$990,000
Benefits			
<p>NAVAIRDEPOT JAX expects to obtain reduced repair cycle time (Turn-Around-Time) based on BAE providing repair material/parts within two days after identification of the required material/part. NAVAIRDEPOT JAX will also collect failure data on repaired components and provide this data to BAE for reliability analysis with the intent of developing and incorporating reliability improvements into specific components.</p>			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			4.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			9,234.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-16		As of Fourth Quarter FY04	
Project:	F404 High Pressure Turbine (HPT) Rotors	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	General Electric Aircraft Engines (GEAE)	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	December 2001	End Date: December 2002
Description of Partnership			
<p>GEAE currently has a prime contract (N00383-01-D-023M, dated August 2001) to repair and modify the input/output configurations of the HPT Rotors that the Naval Inventory Control Point-Philadelphia (NAVICP) considers overflow in excess of that normally assigned as a Fleet Exchange (F/E) schedule with the depot. The existing prime contract is a firm-fixed-price contract with a base period of one year followed by three one-year options, for a total contract performance period of four years. The first overflow call from the prime contract occurred in January 2002; at which time, GEAE and NADEP Jacksonville began work under the proposed, previously agreed-to Commercial Services Agreement (CSA.). In accordance with the negotiated agreement between NADEP Jacksonville and GEAE, each partner will be responsible for the following products or services. GEAE responsibilities include negotiating quarterly workload schedule with NADEP Jacksonville, providing assets to support the workload schedule, providing all repair material (piece parts), shipping assets to NADEP Jacksonville, providing packaging and shipping of repaired RFI assets from NADEP Jacksonville, and providing funding to NADEP Jacksonville to accomplish negotiated tasks. NADEP Jacksonville responsibilities include providing facilities to perform negotiated workload, providing skilled artisans, providing and maintaining support equipment, utilizing existing technical documentation to perform repairs, and collecting and providing failure data to GEAE for each repairable asset inducted.</p>			
Weapon System(s) or Equipment Being Supported			
F404-GE-400/402 High Pressure Turbine			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$1,400,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$83,444
Benefits			
<p>NADEP Jacksonville expects to obtain reduced repair cycle time (Turn-Around-Time) based on General Electric providing repair material/parts within two days after identification of the required material/part. NADEP Jacksonville will also collect failure data on repaired components and provide this data to General Electric for reliability analysis with the intent of developing and incorporating reliability improvements into specific components.</p>			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			2.0
Anticipated private sector jobs in the local community (excluding those at the depot)			1.00
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			922.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NA-17		As of Fourth Quarter FY04	
Project:	San Diego Aircraft Carrier Museum		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	NORIS	San Diego Aircraft Carrier Museum	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	October 2002	End Date: October 2005
Description of Partnership			
NADEP North Island will be painting aircraft for the museum. The museum will provide the paint specifications and the paint. NADEP North Island will provide the touch labor on a non-interference basis. NADEP North Island provides touch labor, facilities and equipment to paint various museum aircraft. The San Diego Aircraft Carrier Museum provides each ready-for-paint aircraft and paint. Actual work under this agreement is expected to begin in April 2003.			
Weapon System(s) or Equipment Being Supported			
Various former Navy Type/Model/Series aircraft			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$450,000
Expected Annual Revenue:			\$150,000
Depot Revenue To Date:			\$56,369
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			5.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			529.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-18		As of Fourth Quarter FY04			
Project:	ASN-150 Portable Programmer			Status:	Completed
Command	DMA(s)	Private Entity		Partnership Type	
NAVAIR	NORIS	Sikorsky		Sale Of Articles Sale Of Services	
Authority	Period Of Performance				
10 USC 2563	Start Date:	June 2002	End Date:	October 2002	
Description of Partnership					
In this arrangement the depot designs and constructs the programmer. Sikorsky provides the funding.					
Weapon System(s) or Equipment Being Supported					
ASN-150 Tactical Data Processor Portable Programmer					
Revenue or Consideration					
Expected Total Revenue Over Life Of Partnership:					\$98,000
Expected Annual Revenue:					
Depot Revenue To Date:					\$98,000
Benefits					
No product support or improved business processes anticipated.					
Workforce					
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership					0.0
Anticipated private sector jobs in the local community (excluding those at the depot)					_____
Anticipated private sector jobs at the depot					_____
Federal Government DLHs at the depot expended to date					400.0
Capital Investment					
Expected private sector investment					\$ _____ 0
Expected direct investment at the depot by other government entities					\$ _____ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-19		As of Fourth Quarter FY04	
Project: LVPS-02 In Service Engineering Services		Status: Completed Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	NORIS	Smith's Aerospace	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date: November 2003	End Date:	March 2004
Description of Partnership			
Depot is Providing Test Program Set Support Software Change			
Weapon System(s) or Equipment Being Supported			
F/A-18 AN/AYK-22 Stores Management System			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$57,800
Expected Annual Revenue:			
Depot Revenue To Date:			\$43,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.2
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			250.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NA-20		As of Fourth Quarter FY04	
Project:	F/A-18 A-D Cockpit Displays (NADEP NI)	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	NORIS	Kaiser Eletronics, a Division of Rockwell Collins	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	February 2004	End Date: October 2008
Description of Partnership			
<p>What the Depot is Providing:</p> <p>The Depots are providing all facilities, test equipment and labor required for the overhaul, repair and production of all F/A-18 HUD components involved with this commercial services agreement. Ancillary support involving program management functions and engineering support will also be provided.</p> <p>What the Private Sector Partner is Providing:</p> <p>Kaiser Electronics is responsible for complete inventory management of repairable F/A-18 Head Up Display components including the provisioning of all bit and piece material required for the repair and overhaul of all components involved with this performance based logistics contract along with all packaging, shipping and receiving functions.</p>			
Weapon System(s) or Equipment Being Supported			
F/A-18 A-D and F/A-18 E/F common avionics			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$12,000,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$525,586
Benefits			
The performance improvement expectation includes increased availability to the Warfighter, increased reliability and reduced life cycle costs.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			77.0
Anticipated private sector jobs in the local community (excluding those at the depot)			Unknown
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			5,308.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

NA-21		As of Fourth Quarter FY04	
Project:	Multiple Avionics Repair		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Lockheed Martin Systems Integration	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2563	Start Date:	December 2002	End Date: January 2005
Description of Partnership			
What the Depot is Providing: <ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled labor (artisans) - Provide and maintain support equipment - Utilize technical documentation to perform repairs What the Private Sector Partner is Providing: <ul style="list-style-type: none"> - Negotiate quarterly workload with NAVAIRDEPOT , Jacksonville - Provide assets to support workload schedule - Ship assets to NAVAIRDEPOT, Jacksonville - Packaging and shipping of repaired RFI assets from NAVAIRDEPOT, Jacksonville - Provide funding to NAVAIRDEPOT, Jacksonville to accomplish negotiated tasks 			
Weapon System(s) or Equipment Being Supported			
Multiple Avionics components used on H-60, EA-6B and F/A-18			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$125,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$0
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			_____
Anticipated private sector jobs at the depot			_____
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

NA-22		As of Fourth Quarter FY04	
Project:	Multiple Aircraft Component Repair	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Associated Aircraft Manufacturing & Sales	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2563	Start Date:	September 2002	End Date: September 2007
Description of Partnership			
What the Depot is Providing:			
<ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled artisans - Provide and maintain support equipment - Utilize existing technical documentation to perform repairs 			
What the Private Sector Partner is Providing:			
<ul style="list-style-type: none"> - Provide assets to support workload schedule - Provide funding to NAVAIRDEPOT JAX to accomplish negotiated tasks 			
Weapon System(s) or Equipment Being Supported			
Various Avionics Components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date:			\$65,002
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			0.25
Federal Government DLHs at the depot expended to date			428.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

NA-23		As of Fourth Quarter FY04	
Project:	J-52 Engine Components	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Pratt & Whitney	Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	October 2002	End Date: June 2004
Description of Partnership			
What the Depot is Providing:			
<ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled artisans - Provide and maintain support equipment - Utilize existing technical documentation to perform repairs - Collect and provide failure data to P & W for each repairable asset inducted 			
What the Private Sector Partner is Providing:			
P & W responsibilities:			
<ul style="list-style-type: none"> - Total asset management - Negotiate quarterly workload schedule with NAVAIRDEPOT JAX - Provide assets to support workload schedule - Provide all repair material (piece parts) - Provide Engineering and technical support - Investigate and incorporate reliability improvements - Ship assets to NAVAIRDEPOT JAX - Packaging and shipping repaired RFI asset from NAVAIRDEPOT JAX - Provide funding to NAVAIRDEPOT JAX to accomplish negotiated tasks 			
Weapon System(s) or Equipment Being Supported			
J-52 Engine components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$12,000,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$5,760,000
Benefits			
NAVAIRDEPOT JAX expects to obtain reduced repair cycle time (Turn-Around-Time) based on Pratt & Whitney providing repair material/parts within two days after identification of the required material/part. NAVAIRDEPOT JAX will also collect failure data on repaired components and provide this data to General Electric for reliability analysis with the intent of developing and incorporating reliability improvements into specific components.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			34.0
Anticipated private sector jobs in the local community (excluding those at the depot)			5.00
Anticipated private sector jobs at the depot			7.00
Federal Government DLHs at the depot expended to date			44,000.0
Capital Investment			
Expected private sector investment			\$ 250,000
Expected direct investment at the depot by other government entities			\$ 0

NA-24		As of Fourth Quarter FY04	
Project:	F/A-18 A-D Cockpit Displays (NADEP JAX)	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Kaiser Electronics, a Division of Rockwell Collins	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2474	Start Date:	September 2003	End Date: October 2018
Description of Partnership			
What the Depot is Providing:			
<ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled artisans - Provide and maintain support equipment - Utilize existing technical documentation to perform repairs - Collect and provide failure data to Kaiser Electronics for each repairable asset inducted 			
What the Private Sector Partner is Providing:			
<ul style="list-style-type: none"> - Total asset management - Negotiate quarterly workload schedule with NAVAIRDEPOT JAX - Provide assets to support workload schedule - Provide all repair material (piece parts) - Configuration Management (Class 2 change authority) - Provide Engineering and technical support - Investigate and incorporate reliability improvements - Ship assets to NAVAIRDEPOT JAX - Packaging and shipping repaired RFI asset from NAVAIRDEPOT JAX - Provide funding to NAVAIRDEPOT JAX to accomplish negotiated tasks 			
Weapon System(s) or Equipment Being Supported			
F/A-18 A-D Cockpit Displays, HUD, DDI WRA's And SRA's			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$13,900,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$925,236
Benefits			
NAVAIRDEPOT JAX expects to obtain reduced repair cycle time (Turn-Around-Time) based on KE providing repair material/parts within two days after identification of the required material/part. NAVAIRDEPOT JAX will also collect failure data on repaired components and provide this data to KE for reliability analysis with the intent of developing and incorporating reliability improvements into specific components.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			6.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			8,512.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

NA-25		As of Fourth Quarter FY04	
Project:	F-404 Engine Components		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	General Electric Aircraft Engines	Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	July 2003	End Date: December 2007
Description of Partnership			
What the Depot is Providing:			
<ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled artisans - Provide and maintain support equipment - Utilize existing technical documentation to perform repairs - Collect and provide failure data to General Electric Aircraft Engines for each repairable asset inducted. 			
What the Private Sector Partner is Providing:			
<ul style="list-style-type: none"> - Total asset management - Negotiate quarterly workload schedule with NAVAIRDEPOT JAX - Provide assets to support workload schedule - Provide all repair material (piece parts) - Configuration Management (Class 2 change authority) - Provide Engineering and technical support - Investigate and incorporate reliability improvements - Ship assets to NAVAIRDEPOT JAX - Packaging and shipping repaired RFI asset from NAVAIRDEPOT JAX - Provide funding to NAVAIRDEPOT JAX to accomplish negotiated tasks 			
Weapon System(s) or Equipment Being Supported			
F404 Engine Components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$40,000,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$14,724,354
Benefits			
NAVAIRDEPOT JAX expects to obtain reduced repair cycle time (Turn-Around-Time) based on General Electric providing repair material/parts within two days after identification of the required material/part. NAVAIRDEPOT JAX will also collect failure data on repaired components and provide this data to General Electric for reliability analysis with the intent of developing and incorporating reliability improvements into specific components. NAVAIRDEPOT JAX has obtained reduced repair cycle time (Turn-Around-Time) based on General Electric providing repair material/parts within two days after identification of the required material/part.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			50.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			4.00
Federal Government DLHs at the depot expended to date			138,859.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

NA-26		As of Fourth Quarter FY04	
Project:	AN/AAS-44 FLIR		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Raytheon Company	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2474	Start Date:	October 2003	End Date: October 2013
Description of Partnership			
What the Depot is Providing:			
<ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled labor (artisans) - Provide and maintain support equipment - Utilize technical documentation to perform repairs - Collect and provide failure data to Raytheon Electronic Systems for each repairable asset inducted. 			
What the Private Sector Partner is Providing:			
<ul style="list-style-type: none"> - Total asset management - Negotiate quarterly workload with NAVAIRDEPOT , Jacksonville - Provide assets to support workload schedule - Provide all repair material (piece parts) - Configuration management (Class II change authority) - Provide Engineering and technical support - Investigate and incorporate reliability improvements - Ship assets to NAVAIRDEPOT, Jacksonville - Packaging and shipping of repaired RFI assets from NAVAIRDEPOT, Jacksonville - Provide funding to NAVAIRDEPOT, Jacksonville to accomplish negotiated tasks 			
Weapon System(s) or Equipment Being Supported			
AN/AAS-44 Forward Looking Infra-Red			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$11,300,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$294,111
Benefits			
NAVAIRDEPOT JAX expects to obtain reduced repair cycle time (Turn-Around-Time) based on RTN providing repair material/parts within two days after identification of the required material/part. NAVAIRDEPOT JAX will also collect failure data on repaired components and provide this data to RTN for reliability analysis with the intent of developing and incorporating reliability improvements into specific components. NAVAIRDEPOT JAX expects to obtain reduced repair cycle time based on Raytheon's ability to provide repair material/parts within two days after the identification of the required part. NAVAIRDEPOT JAX will assist Raytheon in the collection of failure data on repaired components for reliability analysis with the intent of developing and incorporating reliability improvements. Lean/R6Sigma business practices are being incorporated jointly to further eliminate waste from the value stream.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			4.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			2.00
Federal Government DLHs at the depot expended to date			3,361.0

Partnership Synopsis — All Partnerships At All Navy Depots

Capital Investment	
Expected private sector investment	\$ _____
Expected direct investment at the depot by other government entities	\$ _____ 0

NA-27		As of Fourth Quarter FY04	
Project:	EA-6B Canopy Side Beams Manufacture	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	JAX	Northrup Grumman Corporation	Sale Of Articles Teaming
Authority	Period Of Performance		
10 USC 2563	Start Date:	January 2003	End Date: June 2005
Description of Partnership			
What the Depot is Providing:			
<ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled labor (artisans) and material - Provide and maintain support equipment - Utilize technical documentation to manufacture parts 			
What the Private Sector Partner is Providing:			
<ul style="list-style-type: none"> - Negotiate delivery orders with NAVAIRDEPOT , Jacksonville - Provide funding to NAVAIRDEPOT, Jacksonville to accomplish negotiated tasks 			
Weapon System(s) or Equipment Being Supported			
EA-6B Canopy Side Beams			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$500,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$331,535
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			_____
Anticipated private sector jobs at the depot			_____
Federal Government DLHs at the depot expended to date			2,387.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-28		As of Fourth Quarter FY04	
Project:	CCP-125 In Service Engineering Services	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	NORIS	Raytheon Electronic Systems	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	October 2001	End Date: February 2002
Description of Partnership			
What the Depot is Providing: Test Program Set Support Software Change			
Weapon System(s) or Equipment Being Supported			
F/A-18 APG-73 Radar			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$111,300
Expected Annual Revenue:			
Depot Revenue To Date:			\$111,300
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.5
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			950.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NA-29		As of Fourth Quarter FY04	
Project:	H-46/H-53 Auxiliary Power Units (APU)		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	CHYPT	Hamilton-Sundstrand Power Systems	Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	October 2003	End Date: October 2008
Description of Partnership			
The intent of the program is to reduce cost for the fleet while improving reliability by 15% over the 10-year program, and ensure 90% delivery rate with no increase in total acquisition cost. The Depot is providing Business Operations Management, supervision, labor, facilities & equipment, engineering support. Hamilton-Sundstrand is responsible for the material management, inventory, configuration management, shipping, and reliability improvements.			
Weapon System(s) or Equipment Being Supported			
H-46/H-53 Auxiliary Power Units (APU) and related components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$8,200,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$1,641,039
Benefits			
This arrangement should yield reduced product support costs through reduced infrastructure (Fleet & Support), reduced obsolescence risks/costs, reduced provisioning and data requirements, and improved availability/reliability resulting in reduced pipeline/inventory requirements. There is expected to also be improved weapon system availability through availability commitments/guarantees and reliability commitments/guarantees.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			14.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			15,554.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-30		As of Fourth Quarter FY04	
Project:	E2/C2 Propeller Assembly, Blades and Related Components	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR	CHYPT	Decro Aerospace Inc.	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2563	Start Date:	October 2003	End Date: October 2006
Description of Partnership			
This partnership involves the overhaul, repair, and modification of E2/C2 Propeller Assembly, Blades and Related Components for support of Northrop Grumman's Foreign Military program. The Depot is providing Business Operations Management, supervision, labor, facilities & equipment, engineering support. The Private Sector Partner is providing Inventory/Asset tracking, material support, technical support.			
Weapon System(s) or Equipment Being Supported			
E2/C2 Propeller Assembly, Blades and Related Components			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$800,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$258,620
Benefits			
Anticipate improved material support resulting in reduced repair turn-around-time (RTAT). Increased support to FMS customers through reduction in RTAT and lower cost through decrease in pipeline spares needed.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			5.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			2,231.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-33		As of Fourth Quarter FY04	
Project:	Lockheed Martin Systems Integration-Owego (MHSCO) PBL	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NADEP North Island	NORIS	Lockheed Martin Systems Integration-Owega	Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	September 2004	End Date: December 2008
Description of Partnership			
<p>What the depot is providing: The Depots are providing all facilities, test equipment and labor required for the overhaul, repair and production of all H-60 components involved with this commercial services agreement. Ancillary support involving program management functions and engineering support will also be provided.</p> <p>What the Private Sector Partner is Providing: Lockheed Martin Systems Integration-Owego is responsible for complete inventory management of repairable H-60 components including the provisioning of all bit and piece material required for the repair and overhaul of all components involved with this performance based logistics contract along with all packaging, shipping, and receiving functions.</p>			
Weapon System(s) or Equipment Being Supported			
none			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$1,669,719
Expected Annual Revenue:			
Depot Revenue To Date:			\$22,325
Benefits			
The performance improvement expectation includes increased availability to the Warfighter, increased reliability and reduced life cycle costs.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			10.7
Anticipated private sector jobs in the local community (excluding those at the depot)			Unknown
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			232.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

NA-34		As of Fourth Quarter FY04	
Project:	Clayton International, UH-3H Helicopter ASPA Inspections		Status: Completed
Command	DMA(s)	Private Entity	Partnership Type
NADEP North Island	NORIS	Clayton International	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date: March 2004	End Date:	May 2004
Description of Partnership			
<p>What the Depot is Providing: The Depots are providing the Aircraft Service Period Adjustment (ASPA) inspection of three (3) UH-3H helicopters owned and operated by the Los Angeles County Sheriff, Aero Bureau. NADEP North Island will deliver an ASPA report upon completion of the inspection.</p> <p>What the Private Sector Partner is Providing: Clayton International is providing three (3) UH-3H helicopters for inspection.</p>			
Weapon System(s) or Equipment Being Supported			
none			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$11,750
Expected Annual Revenue:			
Depot Revenue To Date:			\$10,908
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.1
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			100.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-35		As of Fourth Quarter FY04	
Project:	Aeronautical Systems, Incorporated, F/A-18/AV-8/H-60/SH-3 Components		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NADEP North Island	NORIS	Aeronautical Systems, Incorporated	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date: August 2003	End Date:	December 2007
Description of Partnership			
<p>What the Depot is Providing: The Depots are providing all facilities, test equipment and labor required for the overhaul, repair and production of all F/A-18, AV-8B, SH-3 and H-60 components involved with this commercial services agreement. Ancillary support involving program management functions and engineering support will also be provided.</p> <p>What the Privatized Sector Partner is Providing: Aeronautical Systems, Incorporated is responsible for complete inventory management of repairable F/A-18, AV-8B, SH-3 and H-60 components for the repair and overhaul of all components involved with this commercial services agreement along with all packaging shipping and receiving functions.</p>			
Weapon System(s) or Equipment Being Supported			
none			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$500,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$4,113
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			2.8
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			35.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NA-36		As of Fourth Quarter FY04	
Project:	Test & Repair of AN/UYS-1 Advanced Signal Processor (ASP)	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR JAX	JAX	WESCO Manufacturing, Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	March 2004	End Date: March 2009
Description of Partnership			
<p>AN/UYS-1: Navy signal processors are designed for repetitive, computationally intensive processing of sensor signals. These signal processing operations are required at the front-end of weapon systems to reduce digital sensor data to target data for input to data and display process computers. The AN/UYS-1 Advanced Signal Processor (ASP), developed in the 1970s, was the first programmable signal processor optimized for high speed modularized signal processing applications. Under the partnership, AN/UYS-1 Components and subcomponents will be tested and repaired by NAVAIR Depot Jacksonville as funded by the Customer.</p> <p>AN/ASW-31 Automatic Flight Control System (AFCS). Under the partnership, NAVAIR Depot Jacksonville will test and repair components and subcomponents of the AFCS as funded by the Customer.</p> <p>The Private sector partner will ship failed units to and from NAVAIR Depot Jacksonville and provide repair funding.</p>			
Weapon System(s) or Equipment Being Supported			
AN/UYS-1; ASW-31 Assemblies and Sub Assemblies			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$200,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$8,611
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			70.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NA-37		As of Fourth Quarter FY04	
Project:	ALE-47 MDF Software Development	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR Jax	JAX	Symetrics Industries	Sale Of Services
Authority	Period Of Performance		
10 USC 2563	Start Date:	April 2004	End Date: April 2009
Description of Partnership			
This partnership involves Software Development for AN/ALE-47 Countermeasures Dispenser System. As per the partnership, NAVAIR Depot Jacksonville will develop customized AN/ALE-47(V) Mission Data Files (MDFs) and Operational Flight Program executable object files for the customer. The files will be delivered in electronic media format on disks or flash memory cards as specified in the Statement of Work for each delivery order. The private sector partner will provide the funding for software services.			
Weapon System(s) or Equipment Being Supported			
AN/ALE-47			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$900,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$0
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NA-38		As of Fourth Quarter FY04	
Project:	H-60 AN/AAS-44 Forward Looking Infrared	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR Jax	JAX	Raytheon Company	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2474	Start Date:	October 2003	End Date: October 2013
Description of Partnership			
<p>What the Depot is Providing: NAVAIRDEPOT Jacksonville will provide: facilities; skilled labor; Specialized Test Equipment (STE); General Purpose Test Equipment (GPTE); failure data collection resources used to repair Weapons Replaceable Assemblies of the H-60 AN/AAS-44 Forward Looking Infra-Red (FLIR).</p> <p>What the Private Sector is Providing: Raytheon will provide: total asset management; assets to support negotiated workload; all repair material (parts); configuration management; engineering/technical support; reliability engineering; technical data to NAVAIRDEPOT Jacksonville for testing, troubleshooting and repair; packaging; handling, shipping and transportation of assets; and funding to accomplish negotiated tasks.</p>			
Weapon System(s) or Equipment Being Supported			
AN/AAS-44 H-60 Forward Looking Infra-Red (FLIR)			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$11,300,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$294,111
Benefits			
NAVAIRDEPOT Jax will obtain reduced cycle time (Turn-Around-Time) based on Raytheon providing repair material (parts) within two days after indentification of the required material (part). NAVAIR DEPOT JAX will also collect failure data on repaired components and provide this data to Raytheon for reliability analysis with the intent of developing and incorporating reliability improvements.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			4.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			2.00
Federal Government DLHs at the depot expended to date			3,361.0
Capital Investment			
Expected private sector investment			\$ 1,000,000
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NA-39		As of Fourth Quarter FY04	
Project:	Test and Repair of the AN/ALQ-142 Electronic Support Measures (ESM) and the AN/UYS-1 Advanced Signal Processor (ASP)		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIRDEPOT JAX	JAX	Lockheed Martin Systems Integration-Owego, NY, LMSI-O	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2474	Start Date:	January 2004	End Date: January 2009
Description of Partnership			
NAVAIR Depot Jacksonville will test and repair components and subcomponents of the AN/ALQ-142 ESM and AN/UYS-1 ASP in support of the H-60 Tip to Tail Performance Based Logistics contract between the Naval Inventory Control Point, Philadelphia (NAVICP-P) and the Maritime Helicopter Support Company (MHSCo.) The private sector partner will provide workload funding.			
Weapon System(s) or Equipment Being Supported			
AN/ALQ-142 and AN/UYS-1 Weapons Assemblies and Sub Assemblies			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$1,080,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$4,990
Benefits			
NAVAIRDEPOT JAX expects to obtain reduced repair cycle time (Turn-Around-Time) based on LMSI-O providing repair material/parts within two days after identification of the required material/part. NAVAIRDEPOT JAX will also collect failure data on repaired components and provide this data to LMSI-O for reliability analysis with the intent of developing and incorporating reliability improvements into specific components.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			1.00
Anticipated private sector jobs at the depot			0.00
Federal Government DLHs at the depot expended to date			50.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

NA-40		As of Fourth Quarter FY04	
Project:	Honeywell F404-400/402 Main Fuel Control PBL	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVAIR Jacksonville	JAX	Honeywell, Tempe, AZ	Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 2474	Start Date:	July 2004	End Date: July 2009
Description of Partnership			
<p>What Depot is Providing: NAVAIRDEPOT Jacksonville is providing facilities, skilled artisans, Specialized Test Equipment (STE), General Purpose Test Equipment (GPTE), technical documents/procedures, and failure data collection tools along with management of resources and personnel.</p> <p>What the Private Sector Partner is Providing: Honeywell will be providing total asset management, assets to support the negotiated workload schedule, all repair material (piece parts), configuration management, engineering/technical support, reliability improvements, transporation of assets and funding for NAVAIRDEPOT Jacksonville to accomplish negotiated tasks.</p>			
Weapon System(s) or Equipment Being Supported			
F/A-18 A-D F404-400/402 Main Fuel Control			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$6,300,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$132,576
Benefits			
Honeywell has a Reliability Improvement & Operational Availabilty performance netric included in the prime contract with NAVICP-P. NAVAIRDEPOT Jacksonville will repair negotiated workload in support Honeywell's performance metric goals.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			8.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			1.00
Federal Government DLHs at the depot expended to date			1,036.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NS-01		As of Fourth Quarter FY04	
Project:	High Performance Brush	Status:	Currently Active Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PTNSY	Noesis, Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2539b	Start Date:	April 2000	End Date: June 2006
Description of Partnership			
<p>Noesis, under a NAVSEA contract, is developing this technology to improve the operating and maintenance characteristics of electric motors and generators. Noesis needs testing and technical support, as well as special facilities with capability and experience with 500Kw motor generator sets. Portsmouth NSY is providing the support for that need. Portsmouth NSY provides equipment, technical support and knowledge for testing services. Noesis provides program management, technical data and engineering expertise, R & D expertise, and funding.</p>			
Weapon System(s) or Equipment Being Supported			
500 Kilowatt (Kw) Motor Generators			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$3,000,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$2,647,669
Resources Provided/Benefits Derived: Federal government is expected to benefit through reduced maintenance and improved operating cycles of involved equipment.			
Benefits			
<p>High Performance Brush technology is under development with the expectation that it will result in reduced maintenance and equipment down-time with reduced machine noise. PNS exposure to private business has high highlighted efficiencies not typically recognized. Also, as this is a technology development and testing program, new technology is introduced. Portsmouth Naval Shipyard employee exposure to private business has highlighted efficiencies not normally recognized. Also, as this is a technology development and testing program, new technology is introduced.</p>			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			5.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			2.00
Federal Government DLHs at the depot expended to date			30,480.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-02		As of Fourth Quarter FY04	
Project:	Lease of Portsmouth Naval Shipyard Former Prison		Status: Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PTNSY	Seavey Island, L.L.C.	Lease of Facilities Only
Authority	Period Of Performance		
10 USC 2667	Start Date:	June 1999	End Date: January 2003
Description of Partnership			
Seavey Island, LLC has leased the former Naval Prison, with the intent to refurbish and sublet class A office space. Unforeseen circumstances (death of lessee) will likely result in lease termination. Lease termination negotiations are in process.			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date: \$0			
Other Considerations: The lessee is required to reimburse the Government for the cost of utilities and services including the cost expended by the Government for maintenance, repair, and administration. Lessee is required to expend a minimum of \$50K per year for normal maintenance of the leased facility, in addition to an annual consideration of \$125K. The Government may approve use of the consideration to fund long term maintenance projects.			
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			_____
Anticipated private sector jobs at the depot			_____
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 500,000
Expected direct investment at the depot by other government entities			\$ 0

NS-03		As of Fourth Quarter FY04	
Project:	SS INDEPENDENCE Drydocking	Status:	Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PHNSY	American Classic Voyages Company	Lease of Facilities Only
Authority	Period Of Performance		
10 USC 2667	Start Date:	March 2001	End Date: March 2001
Description of Partnership			
This arrangement involved the lease of drydock number 4 at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility. Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility allowed, as requested and based on availability of drydock space, American Classic Voyages Company the use of drydock number 4 for docking and performing repairs for the SS INDEPENDENCE, a private cruise liner. American Classic Voyages Company, provided services-in-kind rental payment for the use of drydock number 4.			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date:			\$61,000
Other Considerations: For the right to use the leased property, the lessee performed certain in-kind maintenance, repairs, and improvements to the facilities and equipment of the leased property.			
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			50.0
Anticipated private sector jobs in the local community (excluding those at the depot)			700.00
Anticipated private sector jobs at the depot			0.00
Federal Government DLHs at the depot expended to date			3,500.0
Capital Investment			
Expected private sector investment			\$ Unknown
Expected direct investment at the depot by other government entities			\$ 0

NS-04		As of Fourth Quarter FY04	
Project:	Nuclear Aircraft Carrier (CVN) Maintenance Work Resource Sharing	Status:	Currently Active Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Todd Pacific Shipyard, Inc.	Government Furnished Resources Sale Of Articles Sale Of Services Teaming Workshare
Authority	Period Of Performance		
Other-Contract N00024-99-C-8503/MOA	Start Date:	January 1999	End Date: January 2009
Description of Partnership			
Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNSY/IMF) will subcontract segments of its Aircraft Carrier work load via Supship Puget Sound to Todd Pacific Shipyard due to resource shortfalls. This is also done in reverse when SupShip Puget Sound has commitments that can not be filled by Todd or its subcontractor they will fund Puget Sound Naval Shipyard for that work. PSNSY/IMF supports Todd Pacific by accomplishing work in the propulsion spaces, which may not be accessible by private contractors due to security classification and highly technical work that requires certification or license by NAVSEA. Todd Pacific supports PSNSY/IMF by providing resources for the remaining work; e.g., painters, welders, pipe fitters. One result of this arrangement was the completion of major service steam piping change-outs for CVN-70 and CVN-72. FY 03 included CVN-72 DPIA workload sharing.			
Weapon System(s) or Equipment Being Supported			
Aircraft Carrier distributive systems, alterations, ships structure, repairs, and preservation			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date: \$0			
Benefits			
Assisted in meeting schedule and meeting the Navy needs working as one shipyard. Todd Pacific Shipyard has been re-awarded 5 year CVN milt-ship maintenance services/maintenance operations contract. Shipyard is working together with Todd Pacific Shipyard on "LEAN" initiatives to improve/streamline work practices and processes.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			945.00
Anticipated private sector jobs at the depot			315.00
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-05		As of Fourth Quarter FY04	
Project:	Puget Sound and Pacific (PS&P) Railway Contract		Status: Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Puget Sound and Pacific Railway	Other-Transportation Agreement
Authority	Period Of Performance		
Other-10 USC 2304(c)(1)	Start Date:	December 1944	End Date: September 2003
Description of Partnership			
<p>The Navy owns the railway between Shelton, WA, and Submarine Base Bangor. Puget Sound Naval Shipyard is the property record holder for the 38 mile segment between Bremerton, WA and Shelton. Puget Sound and Pacific Railroad is allowed to use the railway for commercial hauling in exchange for doing normal maintenance to the rails and roadbed. The Shipyard provides funding for major maintenance and capital improvements. The Navy pays a separate fee for transportation of rail cars loaded with Navy goods. The railway is vital to the missions accomplished by the Navy. This agreement reduces the government's annual maintenance costs and provides the added benefit of more regular monitoring and feedback of the facility condition than would be possible with intermittent use for Navy purposes only.</p>			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date: \$0			
Other Considerations: Puget Sound and Pacific Railroad is allowed to use the railway for commercial hauling in exchange for doing normal maintenance to the rails and roadbed. The Shipyard provides funding for major maintenance and capital improvements.			
Benefits			
Annual (Government Performed) Inspection reports detail the condition of the railway. Both Puget Sound Naval Shipyard and Submarine Base Bangor directly benefit from the partnership due to the increased reliability and cost avoidance.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			4.00
Anticipated private sector jobs at the depot			0.00
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$ Unknown
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NS-06		As of Fourth Quarter FY04	
Project: USS ENTERPRISE (CVN-65) FY02 Extended Drydock Selected Restricted Availability (EDSRA)		Status: Completed	
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	Northrop Grumman Newport News (NGNN)	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date: October 2001	End Date: July 2003	
Description of Partnership			
<p>By a Memorandum of Agreement (MOA) between Norfolk Naval Shipyard (NNSY) and Newport News Shipbuilding (NNS) dated 23 December 1998, a cooperative arrangement was established between the parties to improve resource and infrastructure sharing and efficiencies. NNSY is providing Drydock #8 and vicinity, Building 274, a laydown area adjacent to Building 510, and Berths 42/43 and vicinity to NNS in support of CVN-65 FY02 EDSRA. The facilities are being provided as government furnished equipment (GFE). In addition, NNSY, Puget Sound Naval Shipyard, and Portsmouth Naval Shipyard are providing outside machinist resources and like services in support of the availability under Title 10 USC 2208 as modified by Title 10 USC 7300. The original period of performance was 1 Feb 02 to 31 May 02, although this has been modified, with an approximate value of \$4.5M.</p>			
Weapon System(s) or Equipment Being Supported			
USS ENTERPRISE (CVN-65)			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$4,500,000
Expected Annual Revenue:			\$4,500,000
Depot Revenue To Date:			\$4,400,000
Benefits			
Due to non availability of a drydock at NGNN to support the CVN 65 EDSRA in FY02, the availability would not have been possible if NNSY's drydock had not been utilized. This partnership made the availability possible.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			58,100.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-07		As of Fourth Quarter FY04	
Project:	USS JOHN C. STENNIS (CVN- 74) Planned Incremental Availability (PIA)	Status:	Completed Active Preceding Fiscal Year
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Neport News Shipbuilding	Government Furnished Resources Sale Of Articles Sale Of Services Teaming Workshare
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 2539b 10 USC 2563	Start Date:	October 2000	End Date: January 2003
Description of Partnership			
Newport News had the contract to do work. Due to security badging requirements, Newport News couldn't work in the Propulsion Plant and subcontracted to Puget Sound Naval Shipyard. Puget Sound Naval Shipyard, while conducting Planned Incremental Availability on USS John C. Stennis on Naval Air Station North Island, San Diego, will receive taskings from Supship San Diego for work within the propulsion plant that Newport News shipbuilding or their subcontractors are unable to accomplish.			
Weapon System(s) or Equipment Being Supported			
Aircraft Carrier propulsion plant distributive systs,alterations,ship structure,repairs preservation			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$156,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$156,000
Benefits			
The partnering on aircraft carrier Planned Incremental Availabilities has improved the Navy's ability to ensure on-time maintenance period completions.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			1.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			2,096.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-08		As of Fourth Quarter FY04	
Project:	Explosion Bulge Plate Testing Services		Status: Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Northrop Grumman Newport News Shipbuilding (NG-NNS)	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date:	October 2000	End Date: January 2001
Description of Partnership			
Puget Sound Naval Shipyard provided explosion bulge testing services to certify to Military Specifications two-inch-thick HSLA-100 (High Strength-Low Alloy) plates provided by Newport News Shipbuilding. This was done with the cooperation of, and at the site of Hawthorne Army Ammo Depot, Hawthorne, Nevada.			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$31,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$31,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			4.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			400.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-09		As of Fourth Quarter FY04															
Project: Propeller Repair Facility		Status: Currently Active Active Preceding Fiscal Year															
Command	DMA(s)	Private Entity	Partnership Type														
NAVSEA	PHNSY	Wartsila Lips, Inc.	Government Furnished Resources														
Authority	Period Of Performance																
FAR 45.3	Start Date: April 2000	End Date:	December 2007														
Description of Partnership																	
<p>The Basic Ordering Agreement N00024-96-G-4019 was revised on 28 April 2000. The new BOA is N00104-03-G-A017 of 19 Dec 02 for 36 months where the Contracting Officer may extend it for another 24 months. The following Government Furnished Property (GFP) is provided by the shipyard for contractor work performed at Pearl Harbor Naval Shipyard:</p> <table border="1"> <thead> <tr> <th>Asset#</th> <th>Nomenclature</th> </tr> </thead> <tbody> <tr> <td>1051</td> <td>K&R Pitchometer</td> </tr> <tr> <td>42914</td> <td>K&R Pitchometer (provided for spare parts)</td> </tr> <tr> <td>41552</td> <td>Balancing Machine</td> </tr> <tr> <td>Bldg. 5</td> <td>Bridge Crane</td> </tr> <tr> <td>Bldg. 5</td> <td>4,000 sq. ft. (access to 440V, 3 PH power, shop air (95psi), & toilets</td> </tr> <tr> <td>Bldg. 5</td> <td>Laydown space for contractor's CONEX box within Bldg. 5</td> </tr> </tbody> </table> <p>4,000 square feet is authorized for use by the contractor on an intermittent basis. Periods of authorized use shall be identified in each delivery order. Wartsila Lips, Inc. had the bridge crane 5-63BC, 311-042753, certified for use on 1 May 2000 by All Ship & Cargo Surveys Ltd. for 4 years per OSHA requirements. The pitchometers were made available for use and/or upgraded to digital readouts by Wartsila Lips, Inc., as deemed necessary by them to do their work. Under the liability provisions of the contract, Wartsila Lips, Inc. must maintain the government-furnished equipment.</p> <p>Wartsila Lips personnel come on travel to the shipyard to perform work. Therefore, private sector jobs are created at the shipyard. However, the private sector workers are not local (Hawaii) workers, so that is why the number zero is used.</p>				Asset#	Nomenclature	1051	K&R Pitchometer	42914	K&R Pitchometer (provided for spare parts)	41552	Balancing Machine	Bldg. 5	Bridge Crane	Bldg. 5	4,000 sq. ft. (access to 440V, 3 PH power, shop air (95psi), & toilets	Bldg. 5	Laydown space for contractor's CONEX box within Bldg. 5
Asset#	Nomenclature																
1051	K&R Pitchometer																
42914	K&R Pitchometer (provided for spare parts)																
41552	Balancing Machine																
Bldg. 5	Bridge Crane																
Bldg. 5	4,000 sq. ft. (access to 440V, 3 PH power, shop air (95psi), & toilets																
Bldg. 5	Laydown space for contractor's CONEX box within Bldg. 5																
Weapon System(s) or Equipment Being Supported																	
Submarine propellers																	
Revenue or Consideration																	
Expected Total Revenue Over Life Of Partnership:																	
Expected Annual Revenue:																	
Depot Revenue To Date: \$0																	
<p>Resources Provided/Benefits Derived: This partnering arrangement permits provisioning of government-furnished facilities and equipment for contractor use to accomplish Navy work. No other resources are provided by the Shipyard. The Navy has cost avoidance savings in the transportation costs of shipping the propeller to and from the contractor's mainland facility at Poulsbo, Washington or Chesapeake, Virginia. The shipping cost is somewhat offset by the payment of transportation and per diem costs for the contractor's workforce at Pearl Harbor for each delivery order. Also, transportation costs are incurred in the shipment of standards and equipment to and from the mainland facilities.</p>																	
Benefits																	
<p>Reduced repair cycle time for the propellers is achieved since shipment time to and from the mainland is avoided.</p> <p>The propeller is more readily available to the Fleet, for significant time is saved due to the normal time loss when these assets are transported to and from the mainland.</p>																	
Workforce																	

Partnership Synopsis — All Partnerships At All Navy Depots

Workforce	
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership	0.0
Anticipated private sector jobs in the local community (excluding those at the depot)	0.00
Anticipated private sector jobs at the depot	5.00
Federal Government DLHs at the depot expended to date	0.0
Capital Investment	
Expected private sector investment	\$ 0
Expected direct investment at the depot by other government entities	\$ 0

NS-10		As of Fourth Quarter FY04	
Project:	Nuclear Aircraft Carrier (CVN) Maintenance Benchmarking		Status: Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Todd Pacific Shipyard Corporation	Teaming
Authority	Period Of Performance		
Other-Memorandum of Agreement	Start Date:	September 2001	End Date: November 2004
Description of Partnership			
<p>The products of the Puget Sound Naval Shipyard/Todd Benchmarking Partnership are Benchmarking process studies, which are essential to further both organizations' mission in meeting the maintenance and modernization needs of the Navy. In response to customer demand for top quality products and services, maintenance providers are continually searching for "Best Practices" that can be adopted to improve their business practices. Benchmarking is the continuous process of measuring one's products, services and practices against the best anywhere in the business world to achieve improved performance. Puget Sound Naval Shipyard and Todd Pacific Shipyards Corp. have determined that a benchmarking partnership contributes to a mutually beneficial goal of achieving the most timely and cost effective ship repair processes in compliance with all federal, state and local laws. Both parties benefit from effecting the completion of mutually agreed upon benchmark and process improvement studies.</p> <p>The first benchmark study conducted with Todd was titled "NAVSHIPYD Puget Sound/Todd Benchmark Study-Structural and P2 Pipe Welding Processes." Both parties agreed that this subject matter be benchmarked due to the high volume of welding to be completed for the service steam change out of both carrier overhauls. Upon completion of the study (22 Mar 2002), no significant cost savings were identified by either shipyard. However, a much clearer understanding of each organizations processes was gained. This knowledge along with a "Team Concept" was developed between shipyards and goes far beyond this benchmark study.</p>			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date: \$0			
Other Considerations: This is considered an in-kind arrangement which benefits both parties. The purpose of this partnership is to enhance efficiencies of both organizations by working together to adopt best practices, increase cooperation and teamwork between the parties, minimize duplication of effort, minimize cycle time delays, and reduce administrative costs.			
Benefits			
<p>To date we have completed only one Benchmark study on a specific process. Our findings on the first study indicated few differences between shipyards for the compared processes. There were no significant cost savings identified by either shipyard in this particular study. Cost & cycle time were the pain metrics considered. However, a much clearer understanding of each organizations processes was gained. This knowledge, along with a "Team" concept, has developed between shipyards and goes far beyond this benchmark study.</p> <p>This agreement requires both parties to review this document every three (3) years and was up for review. The MOA also has no termination date but the agreement may be amended or terminated at any time by mutual consent of both parties.</p> <p>It was agreed that Benchmarking was no longer the preferred method to conduct studies with each other. Through NSRP (National Shipbuilding Research Program) and Lean methodology, PSNS & IMF and Todd Pacific Shipyard now conduct Benchmark like studies without the requirement of such MOA. For this reason, this MOA will be terminated as agreed upon by both parties.</p>			
Workforce			

Partnership Synopsis — All Partnerships At All Navy Depots

Workforce	
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership	0.0
Anticipated private sector jobs in the local community (excluding those at the depot)	_____
Anticipated private sector jobs at the depot	_____
Federal Government DLHs at the depot expended to date	0.0
Capital Investment	
Expected private sector investment	\$ _____ 0
Expected direct investment at the depot by other government entities	\$ _____ 0

NS-11		As of Fourth Quarter FY04	
Project:	Guided Missile Attack Submarine (Nuclear-Powered) (SSGN) Design Conversion	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PSNSY	Electric Boat Corporation	Other-SSGN Design Build Participation
Authority	Period Of Performance		
10 USC 7300	Start Date:	October 2001	End Date: December 2002
Description of Partnership			
<p>The work scope of the SSGN Design and Conversion is in its planning stages through his arrangement. At this time the execution activity for SSGN Conversion is undefined and the SSGN Conversion Execution Contract and the Design Build Contract have not been awarded.</p> <p>In this arrangement EBC, NAVSEA, and Naval Shipyards (PSNS and NNSY) established a non-binding Memorandum of Agreement (MOA) to define the conceptual framework for a working relationship between Electric Boat Corp. and the Naval Shipyards with regard to the OHIO Class SSGN design and conversion, and generally describes how the parties will work together to perform the work scope most effectively. Separate Interface Agreements (IA's) were established to further define responsibilities.</p> <p>The following key product and process functions are agreed:</p> <p>The Design Build team process as outlined in the IA's will be applied to the OHIO Class SSGN design development. This process requires active participation by all the key parties in the design development phase. A baseline Conversion sequence will be jointly developed in Artemis incorporating Interface Events by EB and the Naval Shipyards with enough definition to refine Interface Event Job Content. A Conversion Master Interface Event List will be developed from this sequence which will include key events approved by NAVSEA. (The Interface Events will establish installing shipyard need dates for design, procurement, manufacture and test products.)</p> <p>Ship checks will be performed on each ship as a team effort between EB and the Naval Shipyards. This will facilitate effective integration of the OHIO Class SSGN design.</p> <p>EB will provide conversion drawings and the Naval Shipyards will develop the work packages for installation.</p> <p>EB will order and provide all standard materials, engineered components, and manufactured assemblies for conversion to the Naval Shipyards, except as noted within the IA's.</p> <p>EB will provide Conversion Engineering Liaison Office support teams to each Naval Shipyard prior to start of material delivery through delivery of the last ship.</p> <p>Specific operational details for implementing the working relationship addressed by this MOA will be subject of separate IA's between the key parties. These will include the following five subject matter areas:</p> <p>Information and Technology - to define computer installation and electronic interfacing at EB, and computer installation at the Naval Shipyards.</p> <p>Material Acquisition and Control - to define all material related processes to govern material supply controls and support to the Naval Shipyards.</p> <p>Planning – to detail development and maintenance of the Conversion Master Interface Event List, drawing model, product structure development, drawing review process, change management process and manufacturing to support the conversion schedule.</p>			

Quality - to identify interface responsibilities between EB, Naval Shipyards and NAVSEA quality control systems.

Test – to identify the systems for which testing will be developed.

The MOA was effective upon signature by all parties and shall remain in effect, to the extent that it is not inconsistent with any contract or future legislation, until superseded or terminated by mutual consent. Signed 5 October 2001.

Neither the MOA nor any IA is intended to create or alter any contractual rights or obligations of the parties. In the event of any conflict or inconsistency between terms in this MOA (or any IA) and program contracts, such contracts shall govern.

Weapon System(s) or Equipment Being Supported

SSGN Attack Weapons System

Revenue or Consideration

Expected Total Revenue Over Life Of Partnership:	\$2,500,000
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Expected Annual Revenue:

Depot Revenue To Date:	\$67,000
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Benefits

Design Build Participation establishes early shipbuilder involvement to define the deliverables (content and format), define ship build strategy and define construction schedule requirements. This allows the designer to customize the design to maximize the shipbuilder's requirements thereby reducing design changes, prioritizing the design deliverables to be driven by real need dates and schedule of material delivery to coincide with actual need dates.

Workforce

Anticipated number of Federal Government jobs at the depot directly attributable to this partnership	9.0
Anticipated private sector jobs in the local community (excluding those at the depot)	_____
Anticipated private sector jobs at the depot	_____
Federal Government DLHs at the depot expended to date	900.0

Capital Investment

Expected private sector investment	\$ _____
Expected direct investment at the depot by other government entities	\$ _____

Partnership Synopsis — All Partnerships At All Navy Depots

NS-12		As of Fourth Quarter FY04	
Project: USS NIMITZ (CVN-68) and USS RONALD REAGAN (CVN-76) Production Services		Status: Completed Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	Northrop Grumman Newport News	Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date: November 2000	End Date: February 2001	
Description of Partnership			
Norfolk Naval Shipyard sold general production services to Newport News Shipbuilding in support of CVN-68 and CVN-76 availabilities. These included pipefitting, sheet metal and insulation services.			
Weapon System(s) or Equipment Being Supported			
CVN 68 and CVN 76			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$1,800,000
Expected Annual Revenue:			\$1,800,000
Depot Revenue To Date:			\$1,800,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			25,000.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NS-13		As of Fourth Quarter FY04	
Project: USS DWIGHT D. EISENHOWER (CVN-69) and USS RONALD REAGAN (CVN-76) Production Services		Status: Completed Active Preceding Fiscal Year	
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	Northrop Grumman Newport News (NGNN)	Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date: July 2001	End Date: September 2001	
Description of Partnership			
This arrangement is for the sale of general production services to Newport News Shipbuilding in support of CVN-69 and CVN-76 availabilities. Norfolk Naval Shipyard sold general production services to Newport News Shipbuilding in support of CVN- 69 and CVN 76 availabilities. These included pipefitting, sheet metal, electrician and outside machinist services.			
Weapon System(s) or Equipment Being Supported			
CVN-69; CVN-76			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$440,000
Expected Annual Revenue:			\$440,000
Depot Revenue To Date:			\$440,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			9.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-14		As of Fourth Quarter FY04	
Project:	USS MEMPHIS (SSN 691) FY02 Selected Restricted Availability/Restricted Availability (SRA/RAV)		Status: Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PTNSY	General Dynamics, Electric Boat Division	Teaming Workshare
Authority	Period Of Performance		
Other-FAR Contract	Start Date:	January 2002	End Date: December 2002
Description of Partnership			
Portsmouth Naval Shipyard uses Electric Boat manpower and facilities to perform maintenance work on the nuclear submarine. Work (labor) is split, 60% accomplished by Portsmouth Naval Shipyard and 40% by Electric Boat, for specific tasks on USS MEMPHIS SSN-691. Work is being performed in Electric Boat drydock and New London Subase.			
Weapon System(s) or Equipment Being Supported			
USS MEMPHIS SSN 691			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$28,904,500
Expected Annual Revenue:			
Depot Revenue To Date:			\$25,022,354
Resources Provided/Benefits Derived: Use of private shipyard drydocks lessens the burden on floating drydocks at New London Subase. The workshare arrangement results in more efficient use of Portsmouth Naval Shipyard and Electric Boat work forces. Work performed under this partnership generates revenue for the depot, from the Navy.			
Benefits			
This job could not be completed in the required time frame or cost if this partnership was not formed. Drydock availability in New London CT and the urgency of the repair drove the work location decision. The work partnering decision was a labor resources sharing decision. Work sharing assembled the best of Portsmouth Naval Shipyard and Electric Boat propulsion plant engineering personnel to scope/plan/and deck plate support the main reduction gear replacement portion of the availability. The arrangement considered the best practices of new construction and major maintenance in job planning and execution.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			220,752.0
Capital Investment			
Expected private sector investment			\$ 0
Expected direct investment at the depot by other government entities			\$ 0

NS-19		As of Fourth Quarter FY04	
Project:	Torpedo Facility Partnership		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NUWCK	Raytheon Electronic Systems	Lease Of Facilities And Equipment
Authority	Period Of Performance		
10 USC 2667	Start Date:	July 2002	End Date: June 2005
Description of Partnership			
This facilities and equipment lease agreement was signed and implemented in June 2000. It was recharacterized as a Center of Industrial and Technology Excellence (CITE) initiative in July 2002, as indicated by the start date. The revenue over the life of the arrangement is \$500,000 per year since 2000. NUWC Division Keyport is providing the operating building and equipment. Raytheon Electronic Systems performs production and integration of torpedo kits as the Original Equipment Manufacturer (OEM).			
Weapon System(s) or Equipment Being Supported			
MK46, MK48, and MK54 Torpedoes			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$3,000,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$2,500,000
Benefits			
Customer wait time has decreased due to decreased shipping time for torpedo components between the contractor and the government acceptance activity, the depot. This has also resulted in reduced cycle time resulting in greater operational availability of torpedoes to the Fleet.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			Unknown
Anticipated private sector jobs at the depot			Unknown
Federal Government DLHs at the depot expended to date			52,950.0
Capital Investment			
Expected private sector investment			\$ 2,500,000
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NS-20		As of Fourth Quarter FY04	
Project: USS SPRINGFIELD Navy Systems Support Group (NSSG) Services		Status: Completed	
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	General Dynamics Electric Boat (GDEB)	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date: January 2003	End Date: March 2003	
Description of Partnership			
<p>NNSY provided Navy Systems Support Group (NSSG) services to support planning efforts on the USS SPRINGFIELD (SSN 761) Depot Maintenance Period (DMP).</p> <p>The depot is provideing Navy Systems Support Group Services (ADP).</p> <p>The Private sector partner: N/A</p>			
Weapon System(s) or Equipment Being Supported			
USS SPRINGFIELD (SSN761)			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$27,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$26,000
Benefits			
<p>Due to GDEB's inexperience in planning DMPs, NNSY provided Advanced Industrial Management (AIM) planning data to assist them in this effort. In order to use the data, NSSG had to make modifications to the database to make it usable for GDEB. Had this service not been provided, the data could not have been shared with GDEB to aid in planning the USS SPRINGFIELD DMP.</p>			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NS-21		As of Fourth Quarter FY04	
Project: USS SPRINGFIELD Nuclear Chief Test Engineer (CTE) Services		Status: Completed	
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	General Dynamics Electric Boat (GDEB)	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date: October 2003	End Date: April 2004	
Description of Partnership			
NNSY is providing nuclear test engineering services to support planning efforts on the USS SPRINGFIELD (SSN 761) Depot Maintenance Period (DMP).			
The Depot is providing Nuclear Test Engineering Services.			
Weapon System(s) or Equipment Being Supported			
USS SPRINGFIELD (SSN761)			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$60,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$60,000
Benefits			
Due to General Dyanamic Electric Boat's (GDEB) inexperience in planning Depot Maintenance Periods (DMP), experience in the area of nuclear test engineering was needed for this type of maintenance. By entering into this partnership, NNSY was able to provide the necessary experience of GDEB and improve their planning capability for this project as well as future projects.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			165.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NS-22		As of Fourth Quarter FY04	
Project:	USS Ronald Reagan Electrician Services	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	Northrop Grumman Newport News	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2208(j) 10 USC 7300	Start Date:	March 2003	End Date: April 2003
Description of Partnership			
By Memorandum of Agreement of 6 March 2003, NNSY provided 10 electricians and 1 electrician supervisor to work on the USS RONALD REAGAN (CVN76). The Period of Performance was from 6 March 2003 to 16 March 2003.			
What the Depot is Providing: Electrician Services			
Weapon System(s) or Equipment Being Supported			
USS RONALD REAGAN			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$300,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$76,000
Benefits			
Due to a shortage of electricians at NGNN, completion of scheduled electrical work on the USS RONALD REAGAN may have been in jeopardy had NNSY not provided this service.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			1,000.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NS-23		As of Fourth Quarter FY04	
Project:	Metal Fiber Brush Program - Technology Transfer Office	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PHNSY	Hawaii 5-0 Technology Services Inc. Honolulu Community College Noesis, Inc Pacific Center for Advanced Technical Training Strategic Solutions, Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2539b	Start Date:	September 2003	End Date: June 2006
Description of Partnership			
<p>What the Depot is Providing:</p> <p>Testing and modification of Navy motors and generators as a R&D effort in support of Noesis, Inc. government contract. Engineering and technical support, as well as electrical and minor machining works, is provided.</p> <p>Technology transfer office as a collaborative effort to coordinate efforts to continuously improve performance with insertion of innovative technologies; identify and promote research and development opportunities and partnerships in Hawaii's academic and industrial activities; and coordinate technology transfer to provide central support for DoD Small Business Innovative Research programs, education, technology outreach, and administrative and technical services.</p> <p>What the Private Sector Partner is Providing:</p> <p>Noesis, Inc. provides program management, technical data and engineering/design expertise, research and development expertise, and funding.</p>			
Weapon System(s) or Equipment Being Supported			
500 kW Motor Generators; Trim and Drain Pump Motors, SSTG, etc.			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$625,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$200,000
Benefits			
<p>This is a research and development testing effort and the product is still under development. This is a technology development effort and testing program. Proprietary private sector technology is transferred to government equipment to improve its performance.</p> <p>Exposure to new technology insertion opportunities helps to identify, exploit, and promote commercial sector research and development to develop partnerships and facilitate technology transfer efforts.</p>			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			4.0
Anticipated private sector jobs in the local community (excluding those at the depot)			0.00
Anticipated private sector jobs at the depot			2.00
Federal Government DLHs at the depot expended to date			24.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

NS-24		As of Fourth Quarter FY04	
Project:	Honolulu Shipyard Inc. Rental of Bldg. 1444	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PHNSY	Honolulu Shipyard Inc.	Government Furnished Resources
Authority	Period Of Performance		
FAR 45.3	Start Date:	June 2003	End Date: November 2006
Description of Partnership			
<p>What the Depot is Providing: Building 1444, located at DD#4 at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, is provided as Government Furnished Property (GFP) in two U.S. Navy contracts to Honolulu Shipyard Inc. The Pacific Division, Naval Facilities Engineering Command has determined that the fair market rental rate is \$10,800 monthly or \$129,600 annually.</p> <p>What the Private Sector Partner is Providing: Honolulu Shipyard Inc. is using Bldg 1444 as its office/shop on Naval Station Pearl Harbor, in support of its U.S. Navy contracts, and has agreed to pay a fair market rent for the use of Bldg 1444 and adjacent property, which when deducted from the contract price for ship repairs, represents a direct savings to the U.S. Navy. It has also agreed to provide regular maintenance and upkeep of the premises.</p>			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date:			\$0
Resources Provided/Benefits Derived: The fair market rental rate will be applied against the delivery order cost as an offset to the total cost of delivery orders issued under these IDIQ contracts, so the maintenance cost to the Fleet is reduced by the monthly rental fee.			
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NS-25		As of Fourth Quarter FY04	
Project:	SS MATSONIA Drydocking	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PHNSY	Honolulu Shipyard Inc.	Lease of Facilities Only
Authority	Period Of Performance		
10 USC 2667	Start Date:	June 2003	End Date: July 2003
Description of Partnership			
<p>What the Depot is Providing:</p> <p>LEASE OF DRYDOCK NO. 4: Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility allowed, as requested and based on availability of Drydock No. 4, a lease to Honolulu Shipyard Inc. to use Drydock No. 4 for the docking and repairs to the Matson Navigation Company's SS MATSONIA, a private containership. The vessel suffered damage to its propeller shaft and was towed 700 miles to the island of Oahu, the nearest seaport for repairs. The vessel at 760 feet was too long for commercially available drydocks within the Hawaiian Islands.</p> <p>What the Private Sector Partner is Providing:</p> <p>Honolulu Shipyard Inc. and its subcontractors performed the shaft repairs. Honolulu Shipyard Inc. provided services-in-kind rental payment for the lease rental cost of Drydock No. 4.</p>			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date:			\$196,791
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			50.0
Anticipated private sector jobs in the local community (excluding those at the depot)			60.00
Anticipated private sector jobs at the depot			0.00
Federal Government DLHs at the depot expended to date			4,766.0
Capital Investment			
Expected private sector investment		\$	
Expected direct investment at the depot by other government entities		\$	0

NS-26		As of Fourth Quarter FY04	
Project:	SS MATSONIA Stern Tube Machining	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PHNSY	Honolulu Shipyard Inc.	Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	July 2003	End Date: July 2003
Description of Partnership			
<p>What the Depot is Providing:</p> <p>Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility Shop 31 Machine Shop services to machine the stern tube shaft and muff coupling in accordance with the contractor furnished drawing. Also, Shop 31 fabricated new key to fit the new key-way using owner furnished material. Local private sector could not either accomplish the machining or accomplish the machining in the time frame constraints for the drydocking period of the SS MATSONIA.</p> <p>What the Private Sector Partner is Providing:</p> <p>Honolulu Shipyard Inc. and its subcontractors provided the technical drawing and owner furnished material.</p>			
Weapon System(s) or Equipment Being Supported			
none			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$28,032
Expected Annual Revenue:			
Depot Revenue To Date:			\$28,032
Benefits			
Reduced SS MATSONIA wait time for machining services from the private sector since local companies cannot either accomplish the machining or accomplish the machining within the time frame constraints of SS MATSONIA docking period.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			9.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			610.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NS-27		As of Fourth Quarter FY04	
Project:	Submarine Maintenance Partnering		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	PTNSY	Electric Boat Corporation	Government Furnished Resources Sale Of Articles Sale Of Services Teaming
Authority	Period Of Performance		
10 USC 7300	Start Date:	March 2003	End Date: June 2005
Description of Partnership			
<p>What the Depot is Providing: Engineering and technical support in preparation of Submarine Depot Modernization Periods for nuclear submarines, to be performed by Electric Boat Corp. This includes engineering and technical consultation, technical procedure preparation, technical schedules and work sequences, technical drawings and sketches, and engineering evaluation of equipment conditions. In addition, the Depot provides production services and equipment, such as inspection teams with specialized qualifications, unique and specialized equipment and operators, specialized training, mechanics, project management assistance, and computer connectivity to unique data , programs and processes.</p> <p>What the Private Sector Partner is Providing: An indirect benefit of the partnership has led to a better working relationship, where Portsmouth Naval Shipyard and Electric Boat Corp. have worked closely to solve problems not directly related to the partnered projects. Specifically, EB brings their new construction history and expertise to the partnership.</p>			
Weapon System(s) or Equipment Being Supported			
Nuclear Submarine maintenance			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$7,000,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$1,860,000
Benefits			
The Navy has decided to involve the Private sector in submarine depot maintenance. To avoid excessively high start up costs, and long overhaul schedules, Portsmouth Naval Shipyard, as the Navy's lead for SSN 688 class maintenance, is providing lessons learned, data, and expertise to assist the Private sector . This will lower cost and reduce maintenance schedule impact to the Navy.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			15,096.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NS-28		As of Fourth Quarter FY04	
Project:	Production Resources for Ship Repair Work	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
PHNSY & IMF	PHNSY	Hawaii Shipyard Inc.	Sale Of Services
Authority	Period Of Performance		
Other-	Start Date:	July 2003	End Date: July 2008
Description of Partnership			
<p>The Shipyard has contracted Hawaii Shipyard Inc. for additional manning for depot and intermediate level maintenance and repair of SSN 688 class submarines and surface crafts at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility due to its resource shortfalls. This is a cost to the Shipyard and not revenue.</p> <p>Hawaii Shipyard Inc. has provided a Contractor Field Team, to perform a full range of repairs and alterations, troubleshooting, maintenance, installation, and removal of major ship components and equipment onboard U.S Navy ships. H.S.I.'s is assigned work via delivery orders for this IDIQ contract by the Shipyard's Contracts Department.</p> <p>Note: There is no revenue to the Shipyard. There is a cost to contract for labor to augment Shipyard manning, executed by delivery orders.</p> <p>Once the contract was awarded, there was no effort to track any per diem and travel costs associated with borrowing labor from other sources on the mainland U.S.A. Cost savings occur when local labor is used rather than bringing in labor from the mainland.</p>			
Weapon System(s) or Equipment Being Supported			
SSN 688 class submarines and surface crafts			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			
Expected Annual Revenue:			
Depot Revenue To Date:			\$0
Benefits			
Due to the Shipyard's resource shortfalls, the additional manning allow the Shipyard to complete all work within the scheduled availability duration.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			0.00
Federal Government DLHs at the depot expended to date			0.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NS-29		As of Fourth Quarter FY04	
Project:	Provide Radiological Containments to Support the USS SPRINGFIELD DMP	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	General Dynamics Electric Boat	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	May 2004	End Date: May 2004
Description of Partnership			
NNSY provided twenty-six radiological containments to GDEB to support the USS SPRINGFIELD Depot Maintenance Period (DMP) availability. What the Depot is Providing: Services the fabricating radiological containments. What the Private Sector Partner is Providing: N/A			
Weapon System(s) or Equipment Being Supported			
USS SPRINGFIELD			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$22,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$22,000
Benefits			
No product support or improved business processes anticipated.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			280.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NS-30		As of Fourth Quarter FY04	
Project:	Cutting Machine Training		Status: Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	General Dynamics Electric Boat	Government Furnished Resources Sale Of Articles
Authority	Period Of Performance		
10 USC 2474	Start Date:	April 2004	End Date: April 2004
Description of Partnership			
<p>NNSY provided training to GDEB for seven machinists and one foremen in the use and maintenance of various valve repair cutting machines. Training was accomplished by the Fleet Maintenance Support Branch (FMSB).</p> <p>What the Depot is Providing: Valve Repair Cutting Machine Training</p> <p>What the Private Sector Partner is Providing: N/A</p>			
Weapon System(s) or Equipment Being Supported			
None			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$9,400
Expected Annual Revenue:			
Depot Revenue To Date:			\$9,400
Benefits			
The training provided by NNSY was for the use of valve cutting machinery with which GDEB did not have experience. This training will enhance GDEB's ability to perform maintenance on certain type nuclear valve repairs.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			74.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

Partnership Synopsis — All Partnerships At All Navy Depots

NS-31		As of Fourth Quarter FY04	
Project:	Provide Drydocking Services for the USS JIMMY CARTER	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	General Dynamics Electric Boat	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	September 2004	End Date: February 2005
Description of Partnership			
<p>Due to a drydock failure at GDEB, a drydock was needed for the USS JIMMY CARTER upon completion of sea trials. NNSY provided a drydock and associated docking and temporary services to support docking the USS JIMMY CARTER at NNSY for post-sea trial inspections.</p> <p>What the Depot is Providing: Drydocking Services</p> <p>What the Private Sector Partner is Providing: N/A</p>			
Weapon System(s) or Equipment Being Supported			
USS JIMMY CARTER			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$3,200,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$130,000
Benefits			
By providing the drydock services, NNSY will assist GDEB to maintain the schedule for delivering the USS JIMMY CARTER to the US Navy.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			800.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NS-32		As of Fourth Quarter FY04	
Project:	Provide Drydocking Services for the USS VIRGINIA	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	General Dynamics Electric Boat	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	June 2004	End Date: October 2004
Description of Partnership			
Due to drydock failure at GDEB, a drydock was needed for the USS VIRGINIA upon completion of sea trials. NNSY provided a drydock and associated docking and temporary services to support docking the USS VIRGINIA at NNSY for post-sea trial inspections.			
Weapon System(s) or Equipment Being Supported			
USS VIRGINIA			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$2,800,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$2,150,000
Benefits			
By providing the drydock services, NNSY has assisted GDEB to maintain the schedule for delivering the USS VIRGINIA to the US Navy.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			24,400.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NS-33		As of Fourth Quarter FY04			
Project:	Encryptor Work for NGNN			Status:	Completed
Command	DMA(s)	Private Entity		Partnership Type	
NAVSEA	NNSY	Northrop Grumman Newport News		Government Furnished Resources Sale Of Services	
Authority	Period Of Performance				
10 USC 2474	Start Date:	January 2004	End Date:	February 2004	
Description of Partnership					
NNSY provided services to NGNN in support of encryption hardware. What the Depot is Providing: Encryption hardware services What the Private Sector Partner is Providing: N/A					
Weapon System(s) or Equipment Being Supported					
Encryption Hardware					
Revenue or Consideration					
Expected Total Revenue Over Life Of Partnership:					\$1,800
Expected Annual Revenue:					
Depot Revenue To Date:					\$1,500
Benefits					
No product support or improved business processes anticipated.					
Workforce					
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership					0.0
Anticipated private sector jobs in the local community (excluding those at the depot)					
Anticipated private sector jobs at the depot					
Federal Government DLHs at the depot expended to date					24.0
Capital Investment					
Expected private sector investment					\$
Expected direct investment at the depot by other government entities					\$ 0

NS-34		As of Fourth Quarter FY04	
Project:	Provide Pipefitter Supervision to Support the USS SPRINGFIELD DMP	Status:	Completed
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	General Dynamics Electric Boat	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	June 2004	End Date: June 2004
Description of Partnership			
<p>NNSY provided one pipefitter supervisor experienced in pressure detector removal and reinstallation to GDEB to support the USS SPRINGFIELD Depot Maintenance Period (DMP) availability. NNSY also provided supervision with experience for a specific microprocessor I&C modification to be installed on the USS SPRINGFIELD.</p> <p>What the Depot is Providing: Services associated with pressure detector work and I&C modifications.</p> <p>What the Private Sector Partner is Providing: N/A</p>			
Weapon System(s) or Equipment Being Supported			
USS SPRINGFIELD Pressure Detectors & Micorprocessors			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$34,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$34,000
Benefits			
NNSY possessed experience with pressure detector work and specific I&C modification which GDEB did not have. NNSY was able to provide the necessary experience to get the work accomplished and better equip GDEB to perform the work in future availibites.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			_____
Anticipated private sector jobs at the depot			_____
Federal Government DLHs at the depot expended to date			355.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

NS-35		As of Fourth Quarter FY04	
Project:	Support for USS FLORIDA Conversion	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	General Dynamics Electric Boat	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	March 2004	End Date: March 2006
Description of Partnership			
<p>The USS FLORIDA is currently in a refueling overhaul with NNSY performing this work. In parallel with this availability, GDEB will be working at NNSY to convert the submarine from a SSBN to a SSGN submarine. NNSY will perform approximately 25% of the conversion work in partnership with GDEB with funding being provided by PMS-398. As part of a Public/Private partnership with GDEB, NNSY will also provide production resources to augment the GDEB work force in their portion of the conversion effort. Additionally, PMS-398 will fund NNSY to provide facilities and equipment in support of GDEB in their efforts to convert the USS FLORIDA to a SSGN.</p> <p>What the Depot is Providing: Production support personnel</p> <p>What the Private Sector Partner is Providing: N/A</p>			
Weapon System(s) or Equipment Being Supported			
USS FLORIDA			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$2,200,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$1,265,000
Benefits			
By GDEB starting the conversion in parallel with the refueling overhaul at NNSY, the overall time required to complete the overhaul/conversion has been reduced and eliminated the need to relocate the USS FLORIDA to Groton, CT to complete the conversion. This will result in an increased operational availability of the USS FLORIDA as well as an earlier return to the fleet for operations.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			Unknown
Anticipated private sector jobs at the depot			Unknown
Federal Government DLHs at the depot expended to date			19,000.0
Capital Investment			
Expected private sector investment			\$ _____
Expected direct investment at the depot by other government entities			\$ _____ 0

NS-36		As of Fourth Quarter FY04	
Project:	Support for USS SPRINGFIELD Nuclear Chief Test Engineer (CTE) Services-Full Time	Status:	Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NAVSEA	NNSY	General Dynamics Electric Boat	Government Furnished Resources Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	June 2004	End Date: February 2005
Description of Partnership			
<p>NNSY is providing nuclear test engineering services to support the USS SPRINGFIELD (SSN 761) Depot Maintenance Period (DMP) availability. Work scope involves assisting GDEB's Nuclear Chief Test Engineer in overall planning and conduct of the reactor plant test program work items, procedure preparation, and utilization of Advance Industrial Management (AIM) software in support of these efforts.</p> <p>What the Depot is Providing: Nuclear Chief Test Engineering Services during planning and execution of the USS SPRINGFIELD availability.</p> <p>What the Private Sector Partner is Providing: N/A</p>			
Weapon System(s) or Equipment Being Supported			
USS SPRINGFIELD			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$225,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$130,000
Benefits			
Due to General Dynamic Electric Boat's (GDEB) inexperience in planning Depot Maintenance Periods (DMP), experience in the area of nuclear test engineering was needed for this type of maintenance. By entering into this partnership, NNSY was able to provide the necessary experience to GDEB and improve their planning capability for this project as well as future projects.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			0.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			1,300.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 0

NS-37		As of Fourth Quarter FY04	
Project:	NSWC Crane/Sperry Marine WSN-7 PBL		Status: Currently Active
Command	DMA(s)	Private Entity	Partnership Type
NSWC Crane Division	NSWCC	Northrop Grumman Systems Corp. Sperry Marine	Sale Of Articles Sale Of Services
Authority	Period Of Performance		
10 USC 2474	Start Date:	September 2004	End Date: Ongoing
Description of Partnership			
<p>What the Depot is Providing: NSWC Crane, Strategic Systems Support Branch, Code 6057 will provide the following services: -evaluate, repair, and return dispatch of Lowest Repairable Units (LRUs); -determination of LRUs to be deemed Beyond Repair (BR) and Beyond Economical Repair (BER); -conduct all LRU testing necessary to demonstrate specification compliance prior to return to dispatch, as determined by Sperry Marine; -furnish accurate documentation on all work performed on each LRU. This shall include evaluation determination of those units deemed BR, BER, or "No Fault" findings; -perform failure analysis on LRUs and piece parts for items not identified in Table 1 upon acceptance of quote</p> <p>What the Private Sector is Providing: Sperry providing all other support required for this PBL to NAVICP to date (9/2004)</p>			
Weapon System(s) or Equipment Being Supported			
Multiple electronic components and Line Replaceable Units (LRUs)			
Revenue or Consideration			
Expected Total Revenue Over Life Of Partnership:			\$3,800,000
Expected Annual Revenue:			
Depot Revenue To Date:			\$0
Benefits			
Repair Turn-around Time (RTAT) negotiated within the agreement per unit based on condition . . . (45-90 days) Improved parts procurement/ inventory program initiated. As well as LEAN/Six Sigma processes being implemented.			
Workforce			
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership			5.0
Anticipated private sector jobs in the local community (excluding those at the depot)			
Anticipated private sector jobs at the depot			
Federal Government DLHs at the depot expended to date			404.0
Capital Investment			
Expected private sector investment			\$
Expected direct investment at the depot by other government entities			\$ 2,300,000

NS-38		As of Fourth Quarter FY04			
Project: SSGN CONVERSION		Status: Currently Active			
Command	DMA(s)	Private Entity		Partnership Type	
Puget Sound Naval Shipyard & IMF	PSNSY	Electric Boat Corporation		Government Furnished Resources	
Authority	Period Of Performance				
10 USC 2474	Start Date:	December 2003	End Date:	October 2005	
Description of Partnership					
Two USS OHIO Class Ballistic Missile Submarines nuclear powered (SSBN) are being converted to Guided Missile Submarines nuclear powered (SSGN) at Puget Sound Naval Shipyard and IMF. In this modification, the submarine-launched ballistic missile (SLBM) capability would be replaced with the ability to launch as many as 154 precision-guided, conventional, land-attack weapons, such as the Tomahawk Land-Attack Missile (TLAM). In addition, other new features would enable SSGNs to support Special Operations Forces (SOF) campaigns and missions by accommodating up to 66 SOF personnel, two Advanced SEAL Delivery Systems (ASDS), two Dry Deck Shelters (DDS), or one of each, along with the facilities and materiel needed for support of sustained SOF operations.					
Weapon System(s) or Equipment Being Supported					
SSGN 726 Class Submarines (converted from SSBN 726 Class)					
Revenue or Consideration					
Expected Total Revenue Over Life Of Partnership:					
Expected Annual Revenue:					
Depot Revenue To Date:				\$1,408,168	
Benefits					
No product support or improved business processes anticipated.					
Workforce					
Anticipated number of Federal Government jobs at the depot directly attributable to this partnership				25.7	
Anticipated private sector jobs in the local community (excluding those at the depot)				_____	
Anticipated private sector jobs at the depot				_____	
Federal Government DLHs at the depot expended to date				42,177.0	
Capital Investment					
Expected private sector investment				\$ _____	
Expected direct investment at the depot by other government entities				\$ _____ 0	