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OPNAVINST 4442.5A
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OPNAV INSTRUCTION 4442.5A

From: Chief of Naval Operations

Subj: READINESS BASED SPARING

Ref: (a) DoD Instruction 5000.02 of 8 Dec 2008
(b) SECNAVINST 5000.2D
(c) OPNAVINST 3000.12A
(d) OPNAVINST 4441.12C
(e) DoD 4140.1-R, DoD Supply Chain Material Management Regulation, 23 May 2003
(f) COMNAVAIRFORINST 4790.2A

Encl: (1) Example Format for Mission Capable (MC) and Full Mission Capable (FMC) Goals by Type/Model/Series (T/M/S) Aircraft and Unit Operational Category

1. Purpose. To establish sparing requirements, determination policies and procedures, ensure life cycle supply support for weapon systems and other acquisition programs, and to achieve cost and operational readiness objectives specified by the Office of the Chief of Naval Operations (OPNAV).

2. Cancellation. OPNAVINST 4442.5, and OPNAV GENADMIN DTG 181523Z JAN 06 (Incremental Based Sparing Way Ahead).

3. Scope and Applicability

a. This instruction describes the application of readiness based sparing (RBS) methodology to spares and repair parts allowance determination to ensure that prescribed readiness thresholds and objectives are achieved at the lowest possible cost. Readiness thresholds are expressed as either operational availability (A_o) or full mission capable (FMC) and or mission capable (MC) rates. The term "RBS" applies to single echelon and single indenture systems, as well as their multi-echelon (ME) and multi-indenture (MI) extensions. RBS applies to organic (Department of Navy (DON) and or Department of Defense) practices, as well as performance based logistics (PBL) practices.

b. RBS is to be utilized for all new acquisition programs and equipment modification programs in acquisition categories (ACATs) I, II, or III, with the exception of nuclear and fleet ballistic missile submarine (SSBN) programs. It should be applied, as appropriate, to existing weapon systems and other new systems (i.e., ACAT IV) when it provides an optimal method for attaining the required readiness objective and or cost constraint. RBS is to be applied to both aviation and maritime allowance package development, aviation consolidated allowance lists (AVCALs), shore-based consolidated allowance lists (SHORCALs), all Marine aviation logistics support packages (MALSPs), and coordinated shipboard allowance lists (COSALs).

c. New acquisition programs (ACATs I, II, or III) in the system development and demonstration phase or at the end of the technological development phase will apply the RBS process. This includes programs that require tailored interim supply support assistance to achieve full logistic support capability. The RBS assessment and sparing processes must be completed in time to allow for sufficient administrative and production lead-time before the material support date (MSD). RBS is an ongoing process and should be reviewed at least annually over the life of the weapon system or other acquisition program.

d. RBS will generally apply to commercial best practices like PBL or time definite delivery (i.e., use of premium transportation). RBS will also be applied, as appropriate, in the procurement and support of commercial and non-developmental item (CaNDI) spares, subsystems, or systems, and in support of alternative approaches such as pre-positioned spares.

e. RBS is critical in the life cycle of any system requiring supply support and plays an important role in the provisioning for initial support, as well as an equally important and ongoing role in subsequent replenishment support. Readiness and performance metrics, such as A_o and customer wait time (CWT), help indicate how well the system's integrated logistics support (ILS) is fulfilling its purpose during the production and deployment phase of a system's life cycle. A robust RBS effort over the system's life cycle is vital to supply support effectiveness and its effect on A_o and CWT.

4. Background

a. References (a) and (b) establish a general model and procedures for defense acquisition programs. These directives specify the acquisition programs be structured to ensure a logical progression through a series of phases designed to reduce risk, ensure affordability, and provide adequate information for decision-making. These directives also require that readiness based thresholds and activities be established early in the acquisition cycle to ensure attainment of operational requirements and reduced total ownership costs (TOC).

b. Reference (c) establishes that resource sponsors will establish readiness thresholds in terms of A_o, which serve as effectiveness measures for evaluating the adequacy of logistics support. Reference (c) also defines A_o and describes a methodology for quantitatively approximating its value. This methodology provides a procedure for defining the level of supply support and reliability required to achieve a specified A_o. A_o will be used throughout the remainder of this instruction when referring to readiness effectiveness measures. FMC is the percentage of aircraft assigned with a material condition enabling them to perform all defined missions. MC is the percentage of aircraft assigned with a material condition that can perform at least one or more, but not necessarily all defined missions. Systems, subsystems, and equipment that are essential to the performance of a mission area can be measured using A_o as the primary material readiness designator. Linking FMC and MC and A_o across the system, subsystem and equipment levels facilitate initial determination of efficient resource allocation across platforms and systems for meeting readiness objectives through a common measure of material readiness. The use of different terms for a common measure of readiness differentiates at the indenture level to which the measure is being applied. It also establishes:

(1) FMC and MC as a representation of A_o, and as the primary measure of A_o and material readiness for Navy mission essential systems, subsystems, and equipment installed on platforms (ships and aircraft).

(2) Policy for application of A_o thresholds, calculations, analyses, and measurements.

(3) Definitions and equations that program managers (PMs) and developing agencies will use for calculating and reporting to OPNAV.

Notes:

1. The type commander (TYCOM) utilizes "ready basic aircraft" (RBA) and aircraft "ready for tasking" (RFT) metrics for measuring readiness. Though noted as effective management metrics within the Naval Aviation Enterprise, RBA and RFT are not approved for planning and programming purposes. Sparing models must evolve to link RBA and RFT to FMC and MC, or effectively utilize RBA and RFT singularly for planning and programming requirement.

2. OPNAV GENADMIN DTG 181523Z JAN 06 provided interim guidance on meeting OPNAV readiness goals, while minimizing both TOC and inventory investment. It has been incorporated within this instruction.

c. Reference (d) establishes basic Navy policy governing the management of Navy-owned retail maintenance related inventories at Navy activities and Marine Corps aviation units, and specifies minimum supply system performance goals for operating forces. Improved supply support may be achieved through use of RBS methodology to support readiness requirements. RBS methods should be complemented with other analytical techniques, such as simulation modeling techniques capable of assessing RBS results using fleet experience data. The Availability Centered Inventory Model (ACIM) and the Aviation Readiness Requirements Oriented to Weapons Replaceable Assemblies Model (ARROWS) are approved for use per reference (e). These models are the Navy standard consumer-level (shipboard and planeside) RBS models and will be used for all systems. In addition, all maritime allowances developed or modified after 30 September 1998, will be computed with organizational level maintenance assistance modules (MAMs) considered as available spares. The Service Planning Optimization (SPO) model within the Navy Enterprise Resource Planning (Navy ERP) program will replace legacy ACIM and ARROWS. The application of SPO is highlighted within paragraph 6f.

d. Requirements for spare and repair parts are to be computed through an RBS requirements determination process for

cost effective weapon system support provisioning. Where data availability and model capabilities permit, RBS models will directly compute both the range and depth for all echelons of supply. ME capability should:

(1) Account for the hierarchical structure of supply and maintenance activities from the customer and consumer level, through the intermediate level (when one exists), to the depot or to the wholesale level.

(2) Provide a more complete assessment of the supply factors and interactions between the customer and consumer level and the wholesale level of supply.

(3) Cover demand related pipeline and safety level requirements to achieve response time objectives (e.g., CWT), and or mean supply response time.

e. Where data availability and model capabilities permit, consumer level RBS models will use an MI logic that:

(1) Where practical, links each item to its next higher assembly in the weapon system by modeling the impact of a lower level assembly (an item that's next higher assembly is another item or subassembly) on the availability of its next higher level assembly or assemblies.

(2) Uses an item indenture structure to optimally allowance items at the first level of indenture (i.e., items whose next higher assembly is the weapon system) and items at lower levels of indenture needed to repair those items. In this way, the impact of each item on each level of indenture, and ultimately on the weapon system itself, is portrayed and their procurement or repair requirements computed accordingly. This includes applicable field level repairable and consumable items.

f. References (a) and (b) state that material managers, together with other acquisition and logistics managers, shall evaluate supply support approaches (i.e., organic or contractor) and requirements determination methods (i.e., demand or RBS) to select the most cost effective supply support concept. PMs shall employ effective performance-based life-cycle product support planning, development, implementation and management. Performance-based life-cycle product support represents the

latest evolution of "PBL," and offers the best strategic approach for delivering required life cycle readiness and reliability at the lowest TOC (PBL may refer to both performance-based life-cycle product support and PBL). Explicit candidates for contractor support are items that require substantial initial investment or items where the probability of material obsolescence and diminishing sources is high. The utilization of logistics outsourcing, the adoption of commercial best practices, and the procurement of CaNDI all provide the opportunity to expand RBS capabilities in order to minimize TOC and or improve readiness. RBS can be used to assess alternative material management approaches, optimize inventory levels, evaluate cost considerations, gauge potential savings, and quantify incentives. The primary objective, while maintaining desired readiness levels, is to reduce TOC for new and modified systems by expanding the application of the RBS process to identify and assess innovative maintenance and supply strategies.

g. Reference (f) is the Naval Aviation Maintenance Plan, and directs readiness and maintenance actions for TYCOM activities. Enclosure (1) enables the Naval Supply Systems Command (NAVSUPSYSCOM) Weapon Systems Support activity to produce RBS computations for planning and programming purposes, provides MC goals by type, model and series for aircraft and unit operational category, and is formally listed within reference (f).

5. Policy

a. Supply support will be designed to achieve and sustain OPNAV readiness goals and meet A_o objectives. These goals, in terms of FMC and MC, are established at 56 percent FMC and 73 percent MC, overall. The designated PM or hardware systems command (HSC) is responsible for assisting the resource sponsor in establishing thresholds, including preparing preliminary A_o analyses based upon experience with similar weapon systems. An analysis of alternatives, tailored to the needs of program, is to be conducted and considered at appropriate milestone decisions. This evaluation of cost versus A_o trade-offs, various forms of logistic support, TOC, and operational risks are used to assess the weapon system A_o threshold and modify, if required, the capabilities development document.

b. Normally, support for new systems and equipments shipboard spares will be provided to an A_o that is 5 percentage points below either a specified target or the optimum point (also known as the "knee") of the RBS curve, whichever is lower. The RBS curve is a plot of the marginal contribution to A_o versus cost for the proposed parts to be used for supporting the system at a given level of supply and maintenance support. This is to minimize the investment risk when little is known about the reliability and there is high potential for configuration changes. Submarine applications are excluded from this A_o reduction policy for new systems.

(1) The spares comprising the range between the actual approved A_o threshold and the reduced A_o threshold are to be stocked ashore to ensure the spares are accessible and to mitigate risk.

(2) When it is anticipated that a system and or equipment will have three or more applications in a fleet or area of responsibility, spares may be positioned at a forward deployed site (e.g., NAVSUPSYSCOM Fleet Logistics Center Yokosuka or Sigonella) if this will result in improved readiness at reduced cost. At a minimum, spares will be stocked in wholesale.

(3) After the demand development period, A_o experience (supply, maintenance and other ILS products) will be monitored to see if there is a significant difference from the A_o threshold (i.e., 5 percentage points or more). When there is a significant difference, a re-optimization to the A_o threshold will be conducted. The demand development period generally should begin when the equipment is first used as intended and extended long enough to accommodate a minimum of 3 calendar years of operational use.

c. Consumer level (e.g., onboard repair parts and interim spares) and wholesale level spares will be computed using approved RBS models to achieve readiness thresholds at least cost. OPNAV Logistics Programs and Corporate Operations Division (N41) approval is needed to implement RBS allowances for existing weapon systems or new acquisitions other than those aforementioned in paragraph 5b above. Waiver requests to OPNAV

N41 must be accompanied by Commander, NAVSUPSYSCOM comments and analysis that demonstrates a specific alternative is required to attain the A_o threshold.

d. RBS is the preferred sparing method for evaluating PBL supply support approaches. PBL supply support will be evaluated in terms of its effect on maximizing A_o, while minimizing TOC. PBL is the recommended support method for all new ACAT I, II, and III systems. A business case analysis is conducted for all PBLs in order to determine validity and affordability over legacy supply support and determines whether or not a PBL is the appropriate method.

e. RBS will include maritime organizational level MAMs in computing consumer level spares. This computation will identify consumer and wholesale costs as well as MAM and operating space item availability in supporting the sparing strategy.

f. OPNAV approved demand-based methods (i.e., Price Sensitive Fleet Logistic Support Improvement Program (FLSIP) and Retail Inventory Model for Aviation (RIMAIR)) may be used in provisioning when data is inadequate for RBS modeling or the application of RBS approaches is not cost-effective. Activities desiring a non-RBS method for spares requirements determination in support of an ACAT I, II, or III system will forward these requests to OPNAV Spares Programs and Policy Branch (N412) for approval via NAVSUPSYSCOM Fleet Logistics Operations Division (SUP 04).

g. Only approved allowance computation models are authorized for sparing computation and analysis. Approved retail models include SPO, FLSIP, and RIMAIR. As Navy transitions to ERP, legacy models (such as ARROWS and ACIM) are being replaced by the Office of the Secretary of Defense (OSD) endorsed SPO model. These models are all contained in the NAVSUPSYSCOM RBS readiness suite. NAVSUPSYSCOM Weapon Systems Support activity will coordinate use of the wholesale and consumer level models in support of ME and MI sparing approaches. All requests for modifications to existing sparing models will be forwarded to NAVSUPSYSCOM (SUP 04) for approval. Requests for the development of new RBS models, or application of other than those approved above, are to be forwarded to OPNAV

N41 via NAVSUPSYSCOM (SUP 04) with sufficient details on the operational scenarios that cannot be supported by existing approved models.

6. Procedures

a. General Guidelines. The RBS process acknowledges that every acquisition program is different. In conjunction with the PM and milestone decision authority (MDA), each program should be structured to ensure a logical progression through a series of phases designed to reduce risk, ensure affordability, and provide adequate information for decision-making. Accredited modeling and simulation are applied, as appropriate, throughout the system life cycle in support of the various acquisition activities to include requirements definition and logistic support alternative analysis. These efforts determine resource requirements for the program's initial planning, execution, and life cycle support. Recommendations for fleet introduction and deployment are based on adequate support resources to meet and sustain support performance thresholds.

b. Major Acquisitions. The PM for major new acquisitions (ACAT I, II, or III), other than nuclear and SSBN, is to conduct an RBS analysis with the assistance of an RBS team that includes engineering and supply representatives from NAVSUPSYSCOM, NAVSUPSYSCOM Weapon Systems Support activity, and an in-service engineering agent (ISEA) representative. An RBS analysis consists of the following actions:

(1) Conducting a readiness assessment to generate reliability, maintainability, and availability indices. Using analytical or simulation models, identify readiness drivers and or establish preliminary A_o thresholds. A readiness driver is a part that contributes to the unavailability of a system or equipment. A root cause analysis should be conducted on readiness drivers to identify mitigation alternatives including potential non-supply adjustments such as redesign, additional training, or maintenance modifications.

(2) Estimating the technological life cycle of the component or end-item based on comparable industry trends. Evaluate trade-offs between technological life, reliability, methods of logistic support, and impacts on weapons system life cycle costs.

(3) Determining a tentative sparing strategy as part of an overarching life cycle support strategy using the approved RBS models and demand-based models. Tentative sparing strategy includes the type of logistic support and the process for introducing this support to include interim support. This strategy must address the following considerations:

(a) single indenture sparing versus MI sparing,

(b) single echelon sparing versus ME sparing, and

(c) PBL versus organic logistics support. The sparing strategy should be developed using the baseline level of repair option defined for the system. Analysis should be conducted to assess the spares implications of supporting the system during the interim support period and, if applicable, after attaining intermediate level of repair capability. The final strategy should encompass combinations of these support alternatives (e.g., MI, ME, and organic support) that best achieve program objectives at the lowest TOC.

(4) Determining and validating RBS wholesale and consumer spares computation results to decide if the weapon system and platform mission readiness thresholds can be achieved within associated cost estimates. For maritime applications, if MAMs are authorized by the HSC, the assets are to be included in the RBS spares computation for their contribution to A_o. The logistics planner should also consider environmental factors (e.g., space, weight, transportation) that would impact a user, site, or platform.

(5) Identifying and resolving readiness or funding constraints that prevent achievement of readiness goals. Advise OPNAV N41 when it is anticipated that readiness goals will not be achieved. The PM will forward the RBS sparing strategy to NAVSUPSYSCOM (SUP 04) as part of milestone B and C information. The PM will coordinate with NAVSUPSYSCOM (SUP 04) and ensure the required actions to implement the optimized consumer allowance and supporting wholesale levels are taken. In addition, the PM will provide applicable RBS system files (e.g., mission, configuration, and parts files) for inclusion in the RBS central repository. The central repository will be maintained by

NAVSUPSYSCOM Weapon Systems Support, Outfitting Division (Code 08) for aviation applications and by the Naval Sea Logistics Center RBS Group for maritime applications.

c. Contractors and Vendors. HSCs and PMs will contractually require contractors to compute readiness based consumer interim support spares requirements for each site ashore and afloat using SPO, ARROWS, or another approved RBS-model. The contractor will summarize results, identify items as new or established, and provide a support material list. Contractors should also prepare and implement a transition plan from interim to either Navy or contractor logistics support.

d. Existing Systems and Other Acquisitions. For existing systems and other new acquisitions (outside of non-nuclear, non-SSBN within ACATs I, II, or III), RBS sparing actions consist of:

(1) PMs routinely monitoring A_o performance and, where needed, conducting root cause analysis. This analysis will support major events such as new acquisitions, major modifications and upgrades, engineering change proposals, logistic engineering change proposals, and PBL. RBS can be used to conduct sensitivity and trade-off analyses necessary to establish goals or evaluate reengineered business processes.

(2) Considering RBS to replace demand based sparing if it is projected to significantly improve A_o (at least 5 percentage points) and will attain prescribed A_o objectives at reduced costs. For weapon systems currently supported through RBS, application of enhanced RBS methods (MI, ME, PBL variations) should be considered when TOC can be reduced while achieving the same or improved readiness.

(3) The PMs convening an RBS working group to present the analyses and supporting documentation for review and comment, after the RBS process has been used to develop the required data. The PM will chair this meeting and membership should include:

(a) an OPNAV program sponsor (i.e., OPNAV Air Warfare Division (N88)),

(b) an OPNAV N412 Spares Programs and Policy representative,

(c) an HSC supply support manager,

(d) an ISEA technical agent,

(e) a NAVSUPSYSCOM RBS models coordinator,

(f) a NAVSUPSYSCOM Financial Management Division (SUP 01) budget representative, and

(g) a NAVSUPSYSCOM Weapon Systems Support activity program support representative.

(4) Forwarding a formal request for approval to apply the RBS process and implement the resultant new allowances to the OPNAV N8 program sponsor and OPNAV N41, via NAVSUPSYSCOM (SUP 04). The request should include supporting documentation.

(5) NAVSUPSYSCOM will provide comments and recommendations to the program sponsor and address the impact of cost increases on the Navy Working Capital Fund budget and COSAL and or aviation outfitting accounts.

(6) Once approved by OPNAV N41, the requestor is to coordinate with NAVSUPSYSCOM (SUP 04) subsequent actions required to implement the RBS sparing strategy.

(7) Provide applicable RBS system files (e.g., mission, configuration, and parts files) for inclusion in the RBS central repository. The central repository will generally be maintained by NAVSUPSYSCOM Weapon Systems Support (Code 08) for aviation applications and by the Naval Sea Logistics Center RBS Group for maritime applications.

e. Life Cycle Monitoring. Systems spared under RBS should be tracked and monitored annually on actual A_o performance relative to design performance. When performance is below designed goals, an assessment of the components (reliability, maintainability, and supportability) is to be conducted to identify the degrading factors. Logistics support performance, measured by average CWT of the system, is to be reviewed to ensure the optimized times are achieved as required to maintain

readiness. Similarly, non-supply adjustments such as redesign, additional training or maintenance modifications should be considered during monitoring. When achieved A_o differs significantly from the readiness threshold (i.e., 5 percentage points over or under the threshold) and the initial assessment reveals no major supply or non-supply solutions, a complete re-optimization is warranted.

f. Navy ERP. Under Navy ERP, weapons systems will be spared under SPO to meet prescribed readiness goals. SPO is OSD and DON endorsed and approved to replace ARROWS and ACIM. ARROWS is already phased out for deployed aviation sites and will be phased out for shore sites in the near term. ACIM will be phased out after development of the TIGER event driven model and SPO. SPO is designed to match item wholesale levels to wholesale fill rate and delay time goals under the ME RBS strategy. SPO will also utilize the same ME based wholesale delay times to determine retail allowances.

7. Responsibilities

a. HSCs and program executive office (PEO) PMs are responsible for:

(1) Initiating RBS evaluations for new, non-nuclear, non-SSBN acquisition programs in ACATs I, II, or III, and presenting the results at the established milestone reviews.

(2) Recommending to OPNAV N41 and NAVSUPSYSCOM, through the baseline assessment memorandum (BAM) process, existing systems or other new acquisitions that may require RBS evaluation to achieve readiness objectives.

(3) Planning, budgeting and acquiring approved levels of support in coordination with NAVSUPSYSCOM at established milestones. This includes funding the initial lay-in of stock for new and existing platforms and weapon systems in order to attain and maintain achievement of prescribed readiness goals when:

(a) Limited demand data exists;

(b) The program sponsor will realize savings and TOC will be minimized by stocking spares ashore in lieu of on multiple platforms; and

(c) The impact of not having this material available ashore may jeopardize readiness and or result in increased costs to expedite procurement and transportation to support a work stoppage requisition. For existing platforms and weapon systems, this would include, in general, pre-MSD initial Other Procurement, Navy (OPN-8) and Weapons Procurement, Navy (WPN-6) requirements, as well as post-MSD OPN-8, WPN-6 and installation requirements on ships within the obligation work limiting date - Shipbuilding and Conversion, Navy.

(d) A written agreement of range, depth and location of ashore-based spares between PEO PM, NAVSUPSYSCOM Weapon Systems Support, and the OPNAV N8 resource sponsor is and will be maintained and included in OPNAV N41 spares assessment for BAM processes.

(4) Provide applicable RBS system files (e.g., mission, configuration, and parts files) for inclusion in the RBS central repository.

(5) Life cycle monitoring of weapons system performance, with annual re-assessments as required, ensuring readiness objectives are attained.

(6) When necessary, contractually require contractors to compute readiness based consumer interim support spares requirements for each site ashore and afloat using SPO, ARROWS, or another approved RBS model.

b. NAVSUPSYSCOM is responsible for:

(1) Providing guidance and recommendations concerning the use of RBS and other supply support methods required to achieve required A_o objectives.

(2) Implementing and maintaining enhanced supply support methods (e.g., RBS, ME RBS, MI RBS, PBL, etc.).

(3) Maintaining and providing RBS models and supporting documentation.

(4) When required, presenting issues to the appropriate allowance working group (aviation and or maritime) to review A_o objectives, barriers to attaining A_o objectives, and to propose solutions for attaining A_o objectives in consideration of TOC.

(5) When required, convening the RBS Working Group with representatives from NAVSUPSYSCOM, NAVSUPSYSCOM Weapon Systems Support, and the appropriate HSC, to review proposed RBS models submitted for approval. After the group assesses the model parameters and results, it will make an "approve" or "disapprove" recommendation to OPNAV N41, who will make the final decision on implementation.

(6) Ensuring a central repository for approved RBS-system files is maintained.

c. NAVSUPSYSCOM Weapon Systems Support is responsible for:

(1) Advising the PEO PMs and OPNAV N41 on supply support matters.

(2) Acting as the supply support agent on behalf of NAVSUPSYSCOM during OPNAV N41's spares assessment for BAM and Program Objectives Memorandum processes.

(3) Developing and implementing ME RBS optimized allowances and supporting wholesale levels.

(4) Conducting RBS analyses as needed in support of initiatives such as PBL.

(5) Executing RBS sparing policy to meet prescribed readiness goals. NAVSUPSYSCOM Weapon Systems Support is authorized to coordinate with PEO PMs and the TYCOM in order to modify readiness goals as necessary to meet programming and operational planning requirements.

d. TYCOMs are responsible for:

(1) Coordinating with NAVSUPSYSCOM Weapon Systems Support and PEO PMs to modify readiness goals as necessary to meet programming and operational planning requirements.

(2) Issuing those goals through formal instruction or guidelines.

8. Action. HSCs shall coordinate with MDA stakeholders and applicable PEO PMs to issue detailed procedures to implement this policy.

9. Records Management. Records created as a result of this instruction, regardless of media and format, shall be managed per Secretary of the Navy Manual 5210.1 of November 2007.

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Example Format for Mission Capable (MC) and Full Mission Capable (FMC) Goals by Type/Model/Series (T/M/S) Aircraft and Unit Operational Category

1. MC and FMC goals are specified in the mission essential subsystem matrices for each T/M/S in reference (f).

2. All allowancing and outfitting products (AVCAL, SHORCAL, MALSP, and supplemental aviation supply support (SASS)) will be built to the following goals:

a. All deployable packages (AVCALs, SASS and MALSPs) will be built to the deployed FMC goal (standard goal plus 5 percent).

b. Continental United States-based SHORCALs (30 days duration) will be built to the standard FMC goal. Marine Aviation Logistics Squadron training squadron allowance packages will also be built to the standard FMC goal.

c. Outside the continental United States-based SHORCALs (60 days duration) will also be built to the deployed FMC goal (standard goal plus 5 percent). The only exception is for the MALS-24 SHORCAL products, which will be built to the standard FMC goal.

d. All SASS products will be built to the deployed FMC goal.

	STANDARD		DEPLOYED	
T/M/S	**MC GOAL**	**FMC GOAL**	**MC GOAL**	**FMC GOAL**
ALL	73	56	78	61
EA-6B	XX	XX	XX	XX
EA-18G	XX	XX	XX	XX
C-2A	XX	XX	XX	XX
C-9B	XX	XX	XX	XX
DC-9	XX	XX	XX	XX
C-130T	XX	XX	XX	XX
KC-130F	XX	XX	XX	XX
KC-130R	XX	XX	XX	XX
KC-130J	XX	XX	XX	XX
KC-130T	XX	XX	XX	XX

	STANDARD		DEPLOYED	
T/M/S	MC GOAL	FMC GOAL	MC GOAL	FMC GOAL
C-20D	XX	XX	XX	XX
C-20G	XX	XX	XX	XX
E-2C	XX	XX	XX	XX
TE-2C	XX	XX	XX	XX
E-6B	XX	XX	XX	XX
F-5E	XX	XX	XX	XX
F-5F	XX	XX	XX	XX
F-16A	XX	XX	XX	XX
F-16B	XX	XX	XX	XX
F/A-18A	XX	XX	XX	XX
F/A-18B	XX	XX	XX	XX
F/A-18C	XX	XX	XX	XX
F/A-18D (USMC)	XX	XX	XX	XX
F/A-18D (USN)	XX	XX	XX	XX
F/A-18E	XX	XX	XX	XX
F/A-18F	XX	XX	XX	XX
AH-1W	XX	XX	XX	XX
AH-1Z	XX	XX	XX	XX
HH-1N	XX	XX	XX	XX
UH-1N	XX	XX	XX	XX
UH-1Y	XX	XX	XX	XX
UH-3H	XX	XX	XX	XX
HH-46D	XX	XX	XX	XX
CH-46E	XX	XX	XX	XX
HH-46E	XX	XX	XX	XX
CH-53D	XX	XX	XX	XX
CH-53E	XX	XX	XX	XX
MH-53E	XX	XX	XX	XX
HH-60H	XX	XX	XX	XX
MH-60R	XX	XX	XX	XX

	STANDARD		DEPLOYED	
T/M/S	MC GOAL	FMC GOAL	MC GOAL	FMC GOAL
MH-60S	XX	XX	XX	XX
SH-60B	XX	XX	XX	XX
SH-60F	XX	XX	XX	XX
MV-22B	XX	XX	XX	XX
EP-3E	XX	XX	XX	XX
P-3C	XX	XX	XX	XX
P-8A	XX	XX	XX	XX
VP-3A	XX	XX	XX	XX
S-3B	XX	XX	XX	XX
T-2C	XX	XX	XX	XX
T-34C	XX	XX	XX	XX
T-39D	XX	XX	XX	XX
T-44A	XX	XX	XX	XX
T-45A	XX	XX	XX	XX
AV-8B	XX	XX	XX	XX
TAV-8B	XX	XX	XX	XX