

NAVY TRAINING SYSTEM PLAN

FOR THE

C-40A AIRCRAFT

N88-NTSP-A-50-9901/A

OCTOBER 2001

C-40A AIRCRAFT

EXECUTIVE SUMMARY

The C-40A Clipper will be a modified Boeing 737-700C Aircraft. The C-40A will fulfill U. S. Navy fleet essential airlift requirements by providing medium lift, intra-theater transportation of passengers, cargo, or a combination of both. The C-40A is being procured as a replacement for the Naval Reserve's C-9B and DC-9 Logistics Aircraft. Currently, six C-40As are under contract with deliveries beginning in FY01. Additional aircraft are expected in the Program Objectives Memorandum (POM) FY02 budget. The first squadron to transition to the C-40A will be Fleet Logistics Support Squadron (VR)-59, located at Joint Reserve Base Fort Worth, Texas, and the second will be VR-58, located at Naval Air Station Jacksonville, Florida. The program is currently in Acquisition Phase II (Engineering and Manufacturing Development) of the Weapon System Acquisition Process. Initial Operational Capability (IOC) was achieved upon delivery of the first aircraft in April 2001. Full Operational Capability is anticipated in April 2002.

The C-40A maintenance concept will be the same as the current maintenance concept for C-9B and DC-9 Aircraft. VRs and Marine Transport Squadron One (VMR-1) will perform organizational level maintenance in support of their own aircraft. Depot level maintenance will be performed by contracted maintenance support. No intermediate level maintenance will be established.

Manpower requirements for the C-40A are expected to be approximately the same as its predecessors, the C-9B and DC-9, with minimal changes. The C-40A will be supported by Navy Training and Administration of Reserves (TAR) personnel and augmented by Selected Reserve (SELRES) personnel.

Active duty personnel currently support VMR-1. The Table of Organization for VMR-1 will be updated to support the C-40A prior to delivery to the Marine Corps. Minimal changes are expected to manpower requirements. Since a delivery schedule has not been determined beyond the first four aircraft to the Navy, VMR-1 billets have not been depicted in Part II, but will be included in updates to this Navy Training System Plan (NTSP).

Commercial contractors will conduct Pilot and enlisted Aircrew training. Commercial contractors will also provide initial organizational maintenance training for TAR personnel. All follow-on training for Navy Enlisted Classification (NEC) attainment (TAR and SELRES) will be contractor conducted formal training per the Maintenance Training Requirements Review (MTRR) of March 1999 and August 2000. Computer-Based Training (CBT) will be used for refresher training. This information will be further detailed in revisions to this NTSP as it becomes available.

C-40A AIRCRAFT

TABLE OF CONTENTS

	Page	
Executive Summary	i	
List of Acronyms	iii	
Preface	v	
 PART I - TECHNICAL PROGRAM DATA		
A. Nomenclature-Title-Program	I-1	
B. Security Classification	I-1	
C. Manpower, Personnel, and Training Principals	I-1	
D. System Description	I-2	
E. Developmental Test and Operational Test	I-2	
F. Aircraft and/or Equipment/System/Subsystem Replaced	I-2	
G. Description of New Development.....	I-2	
H. Concepts	I-3	
I. Onboard (In-Service) Training.....	I-16	
J. Logistics Support.....	I-17	
K. Schedules.....	I-17	
L. Government Furnished Equipment and Contractor Furnished Equipment Training Requirements	I-18	
M. Related NTSPs and Other Applicable Documents.....	I-18	
 PART II - BILLET AND PERSONNEL REQUIREMENTS		II-1
 PART III - TRAINING REQUIREMENTS		III-1
 PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS		IV-1
 PART V - MPT MILESTONES		V-1
 PART VI - DECISION ITEMS/ACTION REQUIRED		VI-1
 PART VII - POINTS OF CONTACT		VII-1

C-40A AIRCRAFT

LIST OF ACRONYMS

A&P	Airframes and Powerplants
ABE	Aviation Boatswain's Mate (Launching and Recovering Equipment)
ABF	Aviation Boatswain's Mate (Fuels)
ABH	Aviation Boatswain's Mate (Aircraft Handling)
ACT	Aircrew Coordination Training
AD	Aviation Machinist's Mate
AE	Aviation Electrician's Mate
AK	Aviation Storekeeper
ALSP	Acquisition Logistics Support Plan
AM	Aviation Structural Mechanic (Structures & Hydraulics)
AMD	Activity Manpower Document
AME	Aviation Structural Mechanic (Safety Equipment)
AMTCS	Aviation Maintenance Training Continuum System
AO	Aviation Ordnanceman
AT	Aviation Electronics Technician
ATP	Aircraft Type Rating
ATTR	Aircrew Training Requirements Review
AZ	Aviation Maintenance Administrationman
BBJ	Boeing Business Jet
CACT	Command Aircraft Crew Training
CBT	Computer-Based Training
CIN	Course Identification Number
CLF	Contractor Logistics Facility
CNO	Chief of Naval Operations
COMFLELOGSUPPORTWING	Commander, Fleet Logistics Support Wing
COMNAVAIRESFOR	Commander, Naval Air Reserve Force
FAA	Federal Aviation Administration
FSBTI	Flight Safety Boeing Training International
FY	Fiscal Year
JRB	Joint Reserve Base
MS	Mess Management Specialist
MTRR	Maintenance Training Requirements Review

C-40A AIRCRAFT

LIST OF ACRONYMS

NA	Not Applicable
NAVAIRSYSCOM	Naval Air Systems Command
NAVPERSCOM	Naval Personnel Command
NEC	Navy Enlisted Classification
NSD	Navy Support Date
NTSP	Navy Training System Plan
OPNAV	Office of the Chief of Naval Operations
OPNAVINST	Office of the Chief of Naval Operations Instruction
PMA	Program Manager, Air
POE	Projected Operational Environment
PR	Aircrew Survival Equipmentman
RFT	Ready For Training
ROC	Required Operational Capability
SELRES	Selected Reserve
TAR	Training and Administration of Reserves
TD	Training Device
TTE	Technical Training Equipment
VR	Fleet Logistics Support Squadron
WRA	Weapon Replaceable Assembly

C-40A AIRCRAFT

PREFACE

This Approved Navy Training System Plan (NTSP) updates the Draft C-40A Aircraft NTSP, N88-NTSP-A-50-9901/D, dated March 2000. This NTSP complies with guidelines set forth in the Navy Training Requirements Documentation Manual, Office of the Chief of Naval Operations (OPNAV) Publication P-751-1-9-97.

This NTSP reflects significant program changes from the draft document. It includes the final course descriptions, updated schedules, and attendance requirements for the C-40A initial training curriculum derived from the Boeing C-40 Training Plan dated March 1999, latest aircraft delivery schedule, program milestones, decision and action items, and a current points of contact listing. It incorporates changes, recommendations, and comments from Chief of Naval Operations (CNO) (N75K); CNO (N955F); CNO (N789H3); Commander, Naval Air Reserve Force (N386); Commander, Naval Air Force, U.S. Pacific Fleet (N422F); Naval Air Systems Command (AIR 3.1.4); and Naval Aviation Maintenance Training Group (HQ/CIS). Specifically, the following changes are addressed:

- Modified aircraft mission more accurately states the Naval Reserve mission
- Updated contract delivery schedule
- Incorporates Navy Enlisted Classifications (NEC) 8209 and 8313
- Addresses currently approved rating mergers
- Incorporates results of the Maintenance Training Requirements Review (MTRR) and Aircrew Training Requirements Review (ATRR) held in August 2000
- Incorporates follow-on training for pilots
- Clarifies official position on awarding of civilian degrees and certificates
- Clarifies reason for not incorporating Computer Aided Instruction (CAI)
- Clarified squadron aircraft transition plan
- Clarified Ready for Operational Use Schedule to reflect the aircraft vice the squadron
- Changed On-Site Storeroom (OSS) to Contractor Logistics Facility (CLF)
- Revised OPNAV Codes according to recent restructuring

PART I - TECHNICAL PROGRAM DATA

A. NOMENCLATURE-TITLE-PROGRAM

1. **Nomenclature-Title-Acronym.** C-40A Aircraft
2. **Program Element.** Not Applicable (NA) for the Naval Reserve

B. SECURITY CLASSIFICATION

1. **System Characteristics**..... Unclassified
2. **Capabilities**..... Unclassified
3. **Functions** Unclassified

C. MANPOWER, PERSONNEL, AND TRAINING PRINCIPALS

- OPNAV Principal Official (OPO) Program Sponsor CNO (N780G)
- OPO Resource Sponsor..... CNO (N780G)
- Training Policy Manager..... CNO (N789H3)
- Developing Agency..... NAVAIRSYSCOM (PMA207)
- Training Agency CINCLANTFLT (N721)
CINCPACFLT (N73)
CNET (ETE322)
COMNAVRESFOR (N7)
- Training Support Agency NAVAIRSYSCOM (PMA205)
COMFLELOGSUPPWING
- Manpower and Personnel Mission Sponsor CNO (N12)
NAVPERSCOM (PERS-4, PERS-404)
- Director of Naval Training..... CNO (N795)
- Commander, Reserve Program Manager..... COMNAVRESFOR (N36)

D. SYSTEM DESCRIPTION

1. Operational Uses. The [C-40A Clipper](#), hereafter referred to as the C-40A, will be a Boeing 737-700C Aircraft. The C-40A will fulfill U.S. Navy fleet essential airlift requirements by providing medium lift, intra-theater transportation of passengers, cargo, or a combination of both. The C-40A is being procured as a replacement for the Naval Reserve's C-9B and DC-9 Logistics Aircraft. Currently, six aircraft are under contract and deliveries began in Fiscal Year (FY) 01. Additional aircraft are expected in the POM-02 budget.

2. Foreign Military Sales. Boeing has orders for the 737-700 Aircraft from other commercial airline companies in the United States and foreign countries; however, no plans for Foreign Military Sales have been made to date.

E. DEVELOPMENTAL TEST AND OPERATIONAL TEST. The Boeing 737-700C Aircraft will be Federal Aviation Administration (FAA) Supplemental Type-Certified prior to acceptance by the Navy as the C-40A. The first C-40A was delivered in April 2001. Developmental and Operational Tests will not be required.

F. AIRCRAFT AND/OR EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED. The C-40A will replace the C-9B and DC-9 Aircraft.

G. DESCRIPTION OF NEW DEVELOPMENT

1. Functional Description. The C-40A will be capable of all-weather operations for long-range, high-speed, non-stop flights. The C-40A will carry a crew of six or seven, and may be configured to transport 121 passengers, cargo with a maximum payload of 35,000 pounds, or a combination of passengers and cargo. Two CFM56-7 engines will power the C-40A. The C-40A will have the following performance capabilities:

- 3,400 nautical mile range with 5,000 pounds of cargo
- Mach 0.78 to 0.82 cruise speed
- 41,000 feet altitude
- 180 minute Extended Range Twin-Engine Operations

2. Physical Description

DIMENSIONS		MAX GROSS WEIGHTS	
Wing Span	112 feet 7 inches	Taxi	171,500 pounds
Length	110 feet 4 inches	Takeoff	171,000 pounds
Height	41 feet 2 inches	Landing	134,000 pounds

DIMENSIONS		MAX GROSS WEIGHTS	
Tail Span	47 feet 1 inches	Zero Fuel	95,000 pounds

3. New Development Introduction. The C-40A will be introduced into the Naval Reserve as new production aircraft.

4. Significant Interfaces. NA

5. New Features, Configurations, or Material. NA

H. CONCEPTS

1. Operational Concept. The Naval Air Reserve Force's Fleet Logistics Support (VR) Squadrons will operate the C-40A at various Naval Air Stations and Joint Reserve Bases (JRB).

The C-40A crew will consist of a Pilot, Co-pilot, Crew Chief, Loadmaster, and two or three Flight Attendants. The enlisted aircrew's NECs will remain the same during the transition from C-9B and DC-9 aircraft to the C-40A. C-40A specific NEC for Crew Chief has been established. The table below depicts the enlisted Aircrew's position title, NEC, and source ratings.

POSITION TITLE	NEC	RATINGS
C-40 Crew Chief	8209	Aviation Machinist's Mate (AD), Aviation Electrician's Mate (AE), Aviation Structural Mechanic (Safety Equipment) (AME), Aviation Structural Mechanic (Structures & Hydraulics) (AM), Aviation Electronics Technician (AT)
Loadmaster	8278	AD, AE, AME, AM, AT, Aviation Boatswain's Mate (Launching and Recovering Equipment) (ABE), Aviation Boatswain's Mate (Fuels) (ABF), Aviation Boatswain's Mate (Aircraft Handling) (ABH), Aviation Ordnanceman (AO)
Flight Attendant	8289	AD, AE, AME, AT, AO, Aviation Storekeeper (AK), Aviation Maintenance Administrationman (AZ), Mess Management Specialist (MS)

2. Maintenance Concept. The C-40A maintenance concept will be the same as the current maintenance concept for the C-9B and DC-9 Aircraft. VR squadrons will perform organizational level maintenance in support of their own aircraft. Depot level maintenance will

be performed by contracted maintenance support. No intermediate level maintenance will be established.

a. Organizational. The operating unit will perform C-40A organizational level maintenance actions on a day-to-day basis in support of its own operations. These actions encompass inspections, servicing, handling, removal and replacement of Weapon Replaceable Assemblies (WRA) and major aircraft components, equipment corrective maintenance, and incorporation of selected technical directives. Aviation maintenance ratings with NEC 8313 will perform organizational level maintenance. Contractor personnel will provide dedicated material support to the squadrons through the CLF located at each operating site.

(1) Preventive Maintenance. Periodic inspections and servicing of equipment will be accomplished per Maintenance Planning Document (MPD) Task Cards.

(2) Corrective Maintenance. Corrective maintenance will consist of removing and replacing WRAs aboard the C-40A. Faulty WRAs and components will be returned to the material support contractor for repair. Organizational level maintenance personnel may be authorized, in approved publications, to initiate repairs such as stop drilling of airframe skin cracks and blending of minor nicks in engine fan blades per the Naval Aviation Maintenance Program, Office of the Chief of Naval Operations Instruction (OPNAVINST) 4790.2H.

b. Intermediate. NA

c. Depot. Depot level maintenance actions are those requiring major repair, overhaul, or a complete rebuilding, manufacturing, or modification of parts, assemblies, subassemblies, and end items including engines, support equipment, and technical directives. Depot level maintenance will be accomplished at a contractor's facility, or by a contractor field team.

d. Interim Maintenance. Boeing will provide interim maintenance support for three years from delivery of the first Boeing 737-700C. The Navy Support Date (NSD) was achieved in April 2001.

e. Life-Cycle Maintenance Plan. The life-cycle maintenance plan for the C-40A was delivered with the aircraft in January 2001.

3. Manning Concept. Qualitative and quantitative manpower requirements for the C-40A will be driven by the organizational level preventive and corrective maintenance workload, Required Operational Capabilities (ROC), and Projected Operational Environment (POE) requirements. Manpower requirements for the C-40A are expected to be approximately the same as its predecessors, the C-9B and DC-9, with a minimum of changes.

The C-40A will be supported by Training and Administration of Reserves (TAR) personnel and augmented by Selected Reserve (SELRES) personnel. The Activity Manpower Document (AMD) for VR-59 dated November 17, 1999 has been used in Part II of this NTSP as

representative squadron manning for C-40A planning purposes. AMDs for each Navy C-40A squadron will be developed later, using C-40A ROC and POE requirements, when that data is available.

4. Training Concept. The overall Boeing training philosophy is to provide the Navy with training comparable to the pro forma training provided to its other commercial customers. The Reserve C-9B/DC-9 squadron, VR-59, located at JRB Fort Worth, Texas, began transitioning to the C-40A in FY01. Commercial contractors will conduct Pilot and enlisted Aircrew training. Commercial contractors will also provide initial and follow-on organizational level maintenance training for TAR and SELRES personnel. SELRES and TAR personnel will attend the appropriate rating specific course for award of NEC 8313. Specific guidelines for NEC attainment are contained in [NAVPERS 18068F Volume II, Chapter IV, Navy Enlisted Classifications](#). Requirements for Reserve Job Qualification Requirements and On-the-Job Training syllabus developed by Commander, Fleet Logistics Support Wing (COMFLELOGSUPPWIN) are detailed in the Naval Aviation Maintenance Program, [OPNAVINST 4790.2H](#). A training effectiveness evaluation (TEE) will be conducted six months after the first use of the new courses or after the second session of courses, whichever occurs later per OPNAVINST 1500.76.

a. Initial Training. The training courses outlined below are commercial air carrier courses for the Boeing 737-700, taught by [Flight Safety Boeing Training International](#) (FSBTI). Both flight and maintenance courses are commercial, on-going training, that has been in use for many years. The Boeing Training IPT will review all training material with emphasis on new Navy unique airplane systems, and will monitor test scores and class critiques to insure the quality of training. Few changes to the standard curriculum are anticipated. TAR personnel are scheduled to attend the FSBTI courses in FY01. Some courses have been modified from the commercial Boeing 737-700 curriculum to reduce training time. As a result, the course lengths depicted below have been reduced from the standard FSBTI commercial Boeing 737-700 curriculum, and were agreed upon by Commander, Naval Air Reserve Force (COMNAVAIRESFOR) (N386); Commander, Fleet Logistics Support Wing; and Boeing in June 1999. All maintenance courses include an introduction to the aircraft, technical manuals, common displays, and the [Computer-Based Training](#) (CBT) system. Training for the commercial Boeing 737-700 is currently available, and the C-40A was Ready For Training (RFT) in October 2000.

This commercial maintenance training is based on the FAA system of aircraft maintenance technicians being Airframes and Powerplants (A&P) certified. This system requires A&P technicians to be knowledgeable in all areas of an aircraft. [FSBTI's Boeing 737-700 maintenance training](#) is not based on a rating and NEC system such as the Navy's that specializes in specific areas of maintenance and type of aircraft (e.g., AD 8313). A C-40A training meeting was held in fourth quarter FY98. From this meeting it was determined that Boeing will provide Initial Training to a cadre of military personnel. Each rating will be represented during this Initial Training.

In addition, courses will be developed for Crew Chief and Loadmaster training since the commercial-use Boeing 737-700 does not require these positions. The Crew Chief course will be developed by combining pertinent parts of the Pilot training with aircraft systems training from the other courses, and will be eight weeks in length. FSBTI will provide space for up to 8 Crew Chief personnel to attend ground school and observe in the simulator training in conjunction with pilot training. The simulator observation is to follow a full-up Mechanical / Electrical & Avionics course. Only one Crew Chief will be allowed to observe at a time during pilot training.

A course for Loadmaster training will also be developed for the Navy. An action chit was assigned during the August 2000 ATRR to COMFLELOGSUPPWING to develop the curriculum for a Loadmaster pipeline course. A Course Identification Number (CIN) for this course will be assigned by OPNAV (N789F6) upon approval. Completion of this pipeline course will award NEC 8278.

The [aircraft systems rigging course](#) was established for after aircraft delivery and can be taught at any time up to two years after aircraft delivery. The current plan is to schedule this class later in the delivery schedule upon notification from the squadron and conduct the training coinciding with a Phase "C" inspection. This will allow the structures and power plant maintenance personnel time to gain a degree of proficiency in C-40A maintenance and familiarization with the aircraft prior to receiving this specialized training.

FSBTI Pilot training includes an interactive CBT system, simulators, and flight training. Prior to arrival at FSBTI for training, student Pilots will complete the [Boeing Business Jet](#) (BBJ) Reduced Footprint training curriculum. BBJ is a home-based, interactive CBT didactic curriculum designed to reduce in-classroom time from thirty-five to approximately twenty days. Upon arrival at FSBTI, student Pilots will be tested, complete remedial training if necessary, then move directly into simulator training. Simulator training will be conducted in two phases, fixed and full simulation. Since Navy Pilot qualifications are based on NATOPS requirements, an Aircraft Type Rating (ATP) will not be awarded upon completion of this course. NATOPS qualification will take place at the parent command upon completion of the FSBTI curriculum.

Initial training has been structured as Initial Cadre training for the first squadron only, prior to the first aircraft delivery in April 2001. Boeing will provide line flying assistance at JRB Fort Worth for a maximum of 90 calendar days commencing with the delivery of the first aircraft for a period of 30 days to complete initial cadre initial operating experience. Up to 60 additional days will be provided on a schedule mutually agreed upon by Boeing and COMFLELOGSUPPWING. Initial training has not yet been defined for subsequent squadrons and is currently under development by COMNAVAIRESFOR (N36). As it becomes available, further information will be included in updates to this NTSP.

Title C-40A Cargo Loading / Configuration (Loadmaster) and Flight Attendant

Description This course provides training to the first tour C-40A Loadmaster, including:

- Aircraft systems purpose and operation
- Internal cargo handling procedures
- Normal and emergency procedures
- Performance and weight and balance calculations
- Preflight, postflight, and servicing
- Survival equipment and egress procedures

Upon completion, the student will be able to perform as a C-40A Loadmaster in a squadron environment under limited supervision.

Location FSBTI, Seattle, Washington

Length 5 days

RFT date One course was conducted beginning January 8, 2001.

TTE/TD NA

Prerequisites AD, AE, AME, AM, AT, ABE, ABF, ABH, or AO; all 8278

Title C-40A Corrosion Control and Prevention

Description This course provides training to the first tour C-40A Aviation Technician, including:

- Identification of types of corrosion
- Identification of aircraft corrosion prone areas
- Prevention techniques
- Familiarization of corrosion control, prevention, and structural repair manuals

Upon completion, the student will be able to perform as a C-40A Corrosion Control and Prevention Technician in a squadron environment under limited supervision.

Location FSBTI, Seattle

Length 5 days

RFT date One course was conducted beginning November 6, 2000.

TTE/TD NA

Prerequisites AD, AME, AM, or Aircrew Survival Equipmentman (PR); all 8313

Title **C-40A Crew Chief**

Description This course has been designed as a combination of the Mechanical and Power Plant Systems and Electrical and Avionics Systems courses and provides training to the first tour C-40A Crew Chief, including:

- Aircraft systems purpose and operation
- Aircraft systems maintenance procedures
- Normal and emergency procedures
- Preflight, postflight, and servicing
- Flight simulation training
- NATOPS

Upon completion, the student will be able to perform as a C-40A Crew Chief in a squadron environment under limited supervision. An A&P license will not be awarded.

Location FSBTI, Seattle

Length 40 days

RFT date One course was conducted beginning January 8, 2001.

TTE/TD NA

Prerequisites AD, AE, AME, AM, or AT; all 8209

Title **C-40A Electrical/Avionics Systems**

Description..... This course provides training to the first tour Aviation Electronics Technician or Aviation Electrician's Mate, including:

- Basic system purposes
- Theory of operation and operational procedures
- Electrical, communications, navigation, and RADAR
- Component location and characteristics
- Basic test and servicing requirements
- Technical manuals
- Safety

Upon completion, the student will be able to perform as an C-40A Electrical and Avionics Maintenance Technician in a squadron environment under limited supervision.

Location FSBTI, Seattle

Length 35 days

RFT date One course was conducted beginning October 2, 2000.
TTE/TD NA
Prerequisites AE or AT; both 8313

Title C-40A Flight Attendant

Description..... This course provides training to the first tour C-40A Flight Attendant, including:

- Aircraft interior familiarization
- Aircraft systems purpose and operation
- In-flight and ground normal operations and emergency procedures
- Survival equipment
- NATOPS

Upon completion, the student will be able to perform as a C-40A Flight Attendant in a squadron environment under limited supervision. This course is designed to provide condensed training to Reservists over a drill weekend.

Location JRB Fort Worth
Length 2 days
RFT date April 15, 2001
TTE/TD NA
Prerequisites AD, AE, AME, AM, AT, AO, AK, AZ, or MS; all 8289

Title	General Familiarization Managers Class
Description.....	<p>This course provides familiarization training of the Boeing 737-700 commercial aircraft, and C-40A difference training, to officer and senior enlisted personnel in maintenance management positions, including:</p> <ul style="list-style-type: none"> ◦ General introduction of the aircraft ◦ Purpose and operation of aircraft electrical, flight control, avionics, navigation, cabin, fuel, power plant, auxiliary power, hydraulic, ice, rain and fire protection, environmental control, and landing gear systems ◦ Furnishing equipment <p>Upon completion, the student will have attained a familiarization of the entire C-40A aircraft, its capabilities, and its systems, and be acquainted with unique C-40A maintenance topics.</p>
Location	FSBTI, Seattle
Length	3 days
RFT date	One course was conducted beginning January 8, 2001.
TTE/TD	NA
Prerequisites	<ul style="list-style-type: none"> ◦ Officer and/or senior enlisted personnel at squadron discretion ◦ Maintenance Officer 1311 ◦ Maintenance Material Control Officer 1520 (See Note) ◦ Maintenance Control Officer 6380 ◦ Material Control Officer 7380 ◦ Aviation Maintenance Material Control Master Chief 8300

Note: The Aerospace Engineering Duty Officer, Aircraft Maintenance billet is listed as Officer Designator Code 1520 on VR Squadron AMDs in the Total Force Manpower Management System, which is the source database for all NTSP documents. 1520 is used in place of 1527 throughout all sections of this document as a result.

Title **C-40A Mechanical and Power Plant Systems**

Description..... This course provides in-depth training to the first tour Aviation Technician, including:

- Analysis and troubleshooting procedures of aircraft power plant, fuel, electrical, hydraulic, flight control, and environmental control systems
- Component removal and installation procedures
- Inspection requirements

Upon completion, the student will be able to perform as a C-40A Mechanical and Power Plants Maintenance Technician in a squadron environment under limited supervision. An A & P license will not be awarded.

Location FSBTI, Seattle

Length 25 days

RFT date Two courses were conducted beginning October 2, 2000 and January 8, 2001.

TTE/TD NA

Prerequisites AD, AME, AM, or PR; all 8313

Title **C-40A Pilot Transition**

Description..... This course provides training to the first tour C-40A Transition Replacement Pilot, including:

- BBJ interactive CBT home-based didactic introductory and familiarization training
- Fixed and full simulation flight training
- Flight instruction
- Crew tactics and safety
- Communications and navigation
- NATOPS

Upon completion, the student will be able to perform as a C-40A Pilot in a squadron environment. A Boeing 737-700 ATP will not be awarded.

Location FSBTI, Seattle

Length 12 days

RFT date This course will be taught in five sessions as follows:
 ° Field Introduction Team Group: February-March 1999.
 ° Group #1: October 23, 2000
 ° Group #2: February 12, 2001
 ° Group #3: March 12, 2001
 ° Group #4: April 9, 2001

TTE/TD NA

Prerequisites ° Designator 1315 or 1317
 ° Prior C-9B/DC-9 Pilot experience

Title C-40A Systems Rigging

Description..... This course provides in-depth training to the first tour Aviation Technician, including:
 ° Rigging, trim, and fair check of the flight control system, landing gear, power plants, doors, windows, and access panels
 ° Inspection requirements
 ° Safety
 Upon completion, the student will be able to perform C-40A rigging under limited supervision.

Location FSBTI, Seattle

Length 8 days

RFT date Currently available. Schedule date TBD.

TTE/TD NA

Prerequisites TBD

b. Follow-on Training. COMNAVAIRESFOR (N36) is currently evaluating formal organizational level maintenance, Pilot, and enlisted aircrew follow-on training. Current planning calls for both TAR and SELRES maintenance personnel to attend formal training for attainment of the C-40A NEC per the MTRRs of March 1999 and August 2000. Naval Air Warfare Center Training Systems Division (NAWCTSD) (3.4.3) is currently working with COMNAVAIRESFOR to incorporate C-40A Aircrew Coordination Training (ACT) into the Command Aircraft Crew Training (CACT) contract. The C-40A (pilot) contract was awarded to FSBTI (Boeing) and is in the final stages of course development. The C-40A (maintenance) contract was awarded to Delta Airlines in FY01 and is in the final stages of course development. The C-40A CACT does not call for Navy specific ACT training. Contact NAWCTSD (3.4.3) for further information regarding the current status of the CACT contract.

CBT will be used for refresher training for maintenance personnel who have attended the contractor school. The CBT is anticipated to be RFT in second quarter FY02 and will be included in updates to this NTSP as it becomes available. There are no plans at this time to incorporate CBT for pilot refresher training. Contact COMNAVAIRESFOR (N36) for further information regarding the current status of CBT and CACT.

Note: Pilot follow-on training contract was awarded in January 2001 to FSBTI. A CIN has not yet been established for this course, and “E-C40-XXXX” has been used for tracking purposes in this document only. This CIN does not exist. This information will be updated in revisions to this NTSP as it becomes available.

Title	C-40A Fleet Replacement Pilot Category II
CIN	E-C40-XXXX
Model Manager...	COMFLELOGSUPPWING
Description.....	This course provides refresher training to the second tour C-40A Pilot, including: <ul style="list-style-type: none"> ◦ BBJ interactive CBT home-based didactic introductory and familiarization training ◦ Fixed and full simulation flight training ◦ Flight instruction ◦ Crew tactics and safety ◦ Communications and navigation ◦ NATOPS <p>Upon completion, the student will be able to perform as a C-40A Pilot in a squadron environment. A Boeing 737-700 ATP will not be awarded.</p>
Location	FSBTI, Seattle
Length	12 days
RFT date	March 26, 2001
TTE/TD	NA
Prerequisites	◦ Designator 1315 or 1317 ◦ C-40A Pilot Transition Course

c. Student Profiles. The following student profiles are based on the billet requirements displayed in the VR-59 AMD. Those source ratings listed above in Part I.H.1 Operational Concepts and Part I.H.4.a Initial Training that are not depicted in the AMD, such as ABE, ABF, ABH and AO 8278, are not included in the table below.

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
1311, 1315, 1317	° Designated Service Group I Naval Aviator
1520	° Aerospace Engineering Duty Officer, Aircraft Maintenance
6380	° Limited Duty Officer, Avionics
7380	° Chief Warrant Officer, Aviation Electronics Technician
AD 8209, 8278, 8289	° C-601-2011, Aviation Machinist's Mate Common Core Class A1 ° C-601-2014, Aviation Machinist's Mate Turbojet Fundamentals Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AD 8313	° C-601-2011, Aviation Machinist's Mate Common Core Class A1 ° C-601-2014, Aviation Machinist's Mate Turbojet Fundamentals Strand Class A1
AE 8209, 8278, 8289	° C-100-2020, Avionics Common Core Class A1 ° C-602-2039, Aviation Electrician's Mate O Level Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AE 8313	° C-100-2020, Avionics Common Core Class A1 ° C-602-2039, Aviation Electrician's Mate O Level Strand Class A1
AK 8289 See Note	° C-551-2010, Aviation Storekeeper Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AME 8209, 8278, 8289	° C-602-2033, Aviation Structural Mechanic E (Safety Equipment) Common Core Class A1 ° C-602-2034, Aviation Structural Mechanic E (Safety Equipment) Egress Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AME 8313	° C-602-2033, Aviation Structural Mechanic E (Safety Equipment) Common Core Class A1 ° C-602-2034, Aviation Structural Mechanic E (Safety Equipment) Egress Strand Class A1

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
AM 8209, 8278, 8289	<ul style="list-style-type: none"> ° C-603-0175, Aviation Structural Mechanic (Structures and Hydraulics) Common Core Class A1 ° C-603-0176, Aviation Structural Mechanic (Structures and Hydraulics) Organizational Level Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AM 8313	<ul style="list-style-type: none"> ° C-603-0175, Aviation Structural Mechanic (Structures and Hydraulics) Common Core Class A1 ° C-603-0176, Aviation Structural Mechanic (Structures and Hydraulics) Organizational Level Strand Class A1
AT 8209, 8278, 8289	<ul style="list-style-type: none"> ° C-100-2020, Avionics Common Core Class A1 ° C-100-2018, Avionics Technician O Level Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AT 8313	<ul style="list-style-type: none"> ° C-100-2020, Avionics Common Core Class A1 ° C-100-2018, Avionics Technician O Level Class A1
AZ 8289	<ul style="list-style-type: none"> ° C-555-2010, Aviation Maintenance Administrationman Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
MS 8289	<ul style="list-style-type: none"> ° A-800-0013, Mess Management Specialist Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
PR 8313	<ul style="list-style-type: none"> ° C-602-2035, Aircrew Survival Equipmentman Common Core Class A1

Note: The CNO has approved mergers for the AK and SK ratings, and they will be undergoing changes in course curriculum and CINs during FY00 and FY01. Refer to the appropriate Point of Contact listed in Part VII of this NTSP for the latest information regarding these rating mergers.

d. Training Pipelines. Training pipelines will be included in Navy Integrated Training Resources and Administration System (NITRAS) for the commercial schools once they are determined per COMNAVAIRRESFOR N721. Action chits were assigned at the August 2000 MTRR to develop Avionics/Electrical (AT/AE) and Mechanical/Airframes (AD, AM, AME, PR) maintenance training pipelines. Additionally, an action chit was assigned to establish a standalone F1 course, C-40A Boeing 737-700 Maintenance Manager Course. This course would be five days in length, and a CIN will be assigned by COMNAVAIRRESFOR upon contract approval.

I. ONBOARD (IN-SERVICE) TRAINING

1. Proficiency or Other Training Organic to the New Development

a. Squadron Proficiency Training. For proficiency training, TAR personnel will use the same CBT system that will be procured for follow-on training for SELRES personnel at the squadrons.

b. Maintenance Training Improvement Program. NA

c. Aviation Maintenance Training Continuum System. The Aviation Maintenance Training Continuum System (AMTCS) will provide career path training to the Sailor or Marine from their initial service entry to the end of their military career. AMTCS concepts will provide an integrated system that will satisfy the training and administrative requirements of both the individual and the organization. The benefits will be manifested in the increased effectiveness of the technicians and the increased efficiencies of the management of the training business process. Where appropriate, capitalizing on technological advances and integrating systems and processes can provide the right amount of training at the right time, thus meeting the CNO's mandated "just-in-time" training approach.

Technology investments enable the development of several state-of-the-art training and administrative tools: Interactive Multimedia Instruction (IMI) for the technicians in the Fleet in the form of Interactive Courseware (ICW) with Computer Managed Instruction (CMI) and Computer Aided Instruction (CAI) for the schoolhouse.

Included in the AMTCS development effort is the Aviation Maintenance Training Continuum System - Software Module, which provides testing [Test and Evaluation], recording [Electronic Certification Qualification Records], and a Feedback system. The core functionality of these AMTCS tools are based and designed around the actual maintenance-related tasks the technicians perform, and the tasks are stored and maintained in a Master Task List data bank. These tools are procured and fielded with appropriate Commercial-Off-The-Shelf (COTS) hardware and software, i.e., Fleet Training Devices - Laptops, PCs, Electronic Classrooms, Learning Resource Centers (LRC), operating software, and network software and hardware.

Upon receipt of direction from OPNAV (N789H), AMTCS concepts are to be implemented and the new tools integrated into the daily training environment of all participating aviation activities and supporting elements. AMTCS will serve as the standard training system for aviation maintenance training within the Navy and Marine Corps, and is planned to supersede the existing MTIP and Maintenance Training Management and Evaluation Program (MATMEP) programs.

2. Personnel Qualification Standards. NA

3. Other Onboard or In-Service Training Packages. Marine Corps onboard training is not currently being developed, and will be addressed in updates to this NTSP if applicable.

J. LOGISTICS SUPPORT

1. Manufacturer and Contract Number

CONTRACT NUMBER	MANUFACTURER	ADDRESS
N00019-97-C-2034	Boeing Aircraft Company	P.O. Box 39999, MS 84-06 Seattle, WA 98124-2499 http://www.boeing.com/

2. Program Documentation. The Acquisition Logistics Support Plan (ALSP) for the C-40A is currently planned for completion in January 2002.

3. Technical Data Plan. Applicable technical documents will be furnished in commercial format with an assigned Naval Air Systems Command number to facilitate updating and maintenance of manuals. The range of manuals furnished will provide the information required supporting the C-40A organizational level maintenance program.

4. Test Sets, Tools, and Test Equipment. A list of recommended common support equipment is included in the C-40A contract. Any special test sets, special tools, special test equipment, or software support identified to support the operational squadrons will be included in updates to this NTSP. No special equipment will be required for training purposes.

5. Repair Parts. CLF contractor personnel will be responsible for managing and operating the government's on-site storeroom and property system for the C-40A. The inventory maintained at each site is of the range and depth sufficient to support the aircraft in sustaining the squadron's mission.

6. Human Systems Integration. NA

K. SCHEDULES

1. Installation and Delivery Schedules. The current contract delivered four C-40As in April, May, June, and August 2001 to VR-59 at JRB Fort Worth. Procurement of the fifth and sixth aircraft were funded in FY00, with delivery scheduled for FY02 and FY03. Plans for at least three more aircraft are in the POM FY02 budget with deliveries expected in FY05 through FY07. These aircraft are tentatively scheduled for delivery to VR-58 at Naval Air Station (NAS) Jacksonville, Florida. Procurement and delivery dates for additional aircraft are currently not available, but will be included in updates to this NTSP. Initial Operational Capability was achieved upon delivery of the first aircraft in April 2001. Full Operational Capability is anticipated in April 2002.

INSTALLATION SCHEDULE (NUMBER OF AIRCRAFT)

ACTIVITY	FY01	FY02	FY03	FY04	FY05	FY06	FY07
VR-59	4						
VR-58		1	1		1	1	1

2. Ready For Operational Use Schedule. Each C-40A aircraft will be Ready For Operational Use within one month after delivery according to the following table.

READY FOR OPERATIONAL USE SCHEDULE

ACTIVITY	FY01				FY02				FY03				FY04				FY05				FY06				FY07			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
VR-59			3	1																								
VR-58							1	1											1									1

3. Time Required to Install at Operational Sites. NA

4. Foreign Military Sales and Other Source Delivery Schedule. NA

5. Training Device and Technical Training Equipment Delivery Schedule. NA

L. GOVERNMENT FURNISHED EQUIPMENT AND CONTRACTOR FURNISHED EQUIPMENT TRAINING REQUIREMENTS. NA

M. RELATED NTSPs AND OTHER APPLICABLE DOCUMENTS. Current NTSP documents can be downloaded online from the OPNAV Aviation Technical Training (N789H) web site at: http://www.avtechtra.navy.mil/ntsp_catalog.htm.

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
C-9B/DC-9 Logistics Aircraft	N78-NTSP-A-50-0107/P	PMA207	Proposed Jul 01
C-40A Acquisition Logistics Support Plan	No number assigned	PMA207	Draft Mar 01

Report for the C-9, C-20, and C-40 Maintenance Training Requirements Review (MTRR)	Ser N889H4/0U662845	OPNAV N789H	Approved Oct 00
Report for the VR C-9/C-20/C-40/C-130 Aircrew Training Requirements Review (ATTR)	Ser N889F4/0U662822	OPNAV N789F	Approved Sep 00

PART II - BILLET AND PERSONNEL REQUIREMENTS

The following elements are not affected by the C-40A and, therefore, are not included in Part II of this NTSP:

II.A. Billet Requirements

II.A.2.a. Operational and Fleet Support Activity Deactivation Schedule

II.A.2.b. Billets to be Deleted in Operational and Fleet Support Activities

II.A.2.c. Total Billets to be Deleted in Operational and Fleet Support Activities

II.A.3. Training Activities Instructor and Support Billet Requirements

Note 1: The billets depicted in this section are for a C-9B squadron. Billet requirements for the C-40A are expected to be approximately the same with a minimum of changes. (The billets related to the VR squadrons are currently in place for the C-9B/DC-9 Aircraft.) Marine Corps billets will be added when VMR-1 is included in the C-40A Aircraft delivery schedule.

Note 2: Operational activities listed in this section follow the Ready For Operational Use Schedule listed in Part I, paragraph K.2.

Note 3: Pilot follow-on training contract was awarded in January 2001 to FSBTI. A Course Identification Number (CIN) has not yet been established for this course, and "E-C40-XXXX" has been used for tracking purposes in this document only. This CIN does not exist. This information will be updated in revisions to this NTSP as it becomes available.

Note 4: The Aerospace Engineering Duty Officer, Aircraft Maintenance billet is listed as Officer Designator Code 1520 on VR Squadron AMDs in the Total Force Manpower Management System, which is the source database for all NTSP documents. 1520 is used in place of 1527 throughout all sections of this document as a result.

Note 5: Those source ratings listed in Part I.H.1 Operational Concepts and Part I.H.4.a Initial Training that are not depicted in the AMD, such as ABE, ABF, ABH and AO 8278, are not included in Part II of this NTSP.

Note 6: C-9B Organizational Level Maintenance Technician NEC 8310 was used in place of C-40A NEC 8313 due to availability of current Activity Manning Document structure for VR-59 in the Total Force Manpower Management System. This information will be updated in the next iteration of this NTSP.

PART II - BILLET AND PERSONNEL REQUIREMENTS

II.A. BILLET REQUIREMENTS

II.A.1.a. OPERATIONAL AND FLEET SUPPORT ACTIVITY ACTIVATION SCHEDULE

SOURCE: Total Force Manpower Management System

DATE: 7/5/2001

ACTIVITY, UIC		PFYs	CFY02	FY03	FY04	FY05	FY06
OPERATIONAL ACTIVITIES - NAVY							
VR-58	53911	0	1	0	0	0	0
VR-59	53921	1	0	0	0	0	0
TOTAL:		1	1	0	0	0	0

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
OPERATIONAL ACTIVITIES - NAVY					
VR-58, 53911, FY02 Increment					
TAR	11	0	1311		
	1	0	1520		
	0	1	ADC	8310	
	0	1	AD1	8250	
	0	2	AD1	8310	
	0	2	AD2	8250	
	0	2	AD2	8278	
	0	2	AD2	8310	
	0	3	AD3	8289	
	0	2	AD3	8310	
	0	2	ADAN	8310	
	0	1	AEC	8250	
	0	1	AE1	8278	
	0	2	AE1	8289	
	0	2	AE1	8310	
	0	2	AE2	8250	
	0	3	AE2	8289	
	0	2	AE2	8310	
	0	2	AE3	8289	
	0	2	AE3	8310	
	0	1	AK1		
	0	1	AK2	8289	
	0	1	AK2	9590	
	0	1	AK3	8289	
	0	2	AMCS		
	0	1	AMC	8278	
	0	1	AM1	8278	
	0	4	AM1	8310	
	0	1	AM1	8310	9595
	0	3	AM2	8250	
	0	1	AM2	8278	
	0	4	AM2	8289	
	0	2	AM2	8310	
	0	3	AM3	8310	
	0	4	AMAN	8310	
	0	1	AMEC		
	0	1	AME1	8289	
	0	1	AME2	8278	
	0	1	AME2	8310	
	0	1	AMEAN	8310	
	0	1	AS1	9502	
	0	1	ATCS		
	0	2	ATC		
	0	1	ATC	8250	
	0	1	AT1		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
TAR	0	1	AT1	8278	
	0	2	AT1	8310	
	0	2	AT2		
	0	2	AT2	8250	
	0	1	AT2	8278	
	0	1	AT2	8289	
	0	2	AT2	8310	
	0	2	AT3	8289	
	0	2	AT3	8310	
	0	1	AVCM	9580	
	0	1	AZ1		
	0	2	AZ2		
	0	1	AZ2	6315	
	0	2	PN2		
	0	1	PNSN		
	0	1	PR1	8310	
	0	1	RM3	2735	
	0	1	YNC		
	0	1	YN1		
	0	1	YN3		
SELRES	38	0	1311		
	1	0	2102		
	1	0	6380		
	1	0	7380		
	0	1	ADCS		
	0	2	AD1	8250	
	0	1	AD1	8278	
	0	2	AD2		
	0	2	AD3	8310	
	0	2	ADAN	8310	
	0	1	AEC		
	0	1	AEC	8250	
	0	1	AEC	8278	
	0	2	AEC	8289	
	0	1	AEC	8310	
	0	1	AE1	8289	
	0	1	AE2		
	0	2	AE2	8289	
	0	2	AE3	8310	
	0	4	AEAN	8310	
	0	1	AK2		
	0	2	AK3		
	0	2	AKAN		
	0	2	AMCS		
	0	2	AMCS	8250	
	0	1	AMC	8310	
	0	1	AM1		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	3	AM1	8250	
	0	2	AM1	8278	
	0	1	AM1	8289	
	0	1	AM1	8310	
	0	1	AM1	9595	
	0	4	AM2		
	0	4	AM2	8278	
	0	7	AM2	8289	
	0	2	AM2	8310	
	0	4	AM3	8289	
	0	2	AM3	8310	
	0	2	AMAN	8310	
	0	1	AME1	8250	
	0	2	AME1	8278	
	0	2	AME1	8310	
	0	1	AME2	8289	
	0	2	AME3		
	0	2	AME3	8289	
	0	1	AME3	8310	
	0	1	AMEAN	8310	
	0	1	ATCS	8250	
	0	1	ATC	8278	
	0	1	ATC	8289	
	0	2	AT1	8250	
	0	3	AT1	8289	
	0	1	AT2		
	0	3	AT2	8278	
	0	4	AT2	8289	
	0	1	AT3		
	0	1	AT3	8310	
	0	3	ATAN	8310	
	0	1	AVCM	8300	
	0	2	AZ1	8289	
	0	1	AZ2	8289	
	0	1	AZ3		
	0	1	AZAN		
	0	1	DK2		
	0	1	HM2	8406	
	0	1	HM3	8406	
	0	1	IS2		
0	2	MS2			
0	1	MS3			
0	3	MSSN			
0	1	PN1			
0	1	PN3			
0	1	PNSN			
0	1	PR3	8310		
0	1	PRAN	8310		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	1	YN2		
	0	2	YN3		
	0	3	YNSN		
	0	32	AN		
ACTIVITY TOTAL:	53	265			
VR-59, 53921, FY01 Increment					
TAR	11	0	1311		
	1	0	1520		
	0	1	ADC	8310	
	0	1	AD1	8250	
	0	2	AD1	8310	
	0	2	AD2	8250	
	0	2	AD2	8278	
	0	2	AD2	8310	
	0	3	AD3	8289	
	0	2	AD3	8310	
	0	2	ADAN	8310	
	0	1	AEC	8250	
	0	1	AE1	8278	
	0	2	AE1	8289	
	0	2	AE1	8310	
	0	2	AE2	8250	
	0	3	AE2	8289	
	0	2	AE2	8310	
	0	2	AE3	8289	
	0	2	AE3	8310	
	0	1	AK1		
	0	1	AK2	8289	
	0	1	AK2	9590	
	0	1	AK3	8289	
	0	2	AMCS		
	0	1	AMC	8278	
	0	1	AM1	8278	
	0	4	AM1	8310	
	0	1	AM1	8310	9595
	0	3	AM2	8250	
	0	1	AM2	8278	
	0	4	AM2	8289	
	0	2	AM2	8310	
	0	3	AM3	8310	
	0	4	AMAN	8310	
	0	1	AMEC		
	0	1	AME1	8289	
	0	1	AME2	8278	
	0	1	AME2	8310	
	0	1	AMEAN	8310	

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
TAR	0	1	AS1	9502	
	0	1	ATCS		
	0	2	ATC		
	0	1	ATC	8250	
	0	1	AT1		
	0	1	AT1	8278	
	0	2	AT1	8310	
	0	2	AT2		
	0	2	AT2	8250	
	0	1	AT2	8278	
	0	1	AT2	8289	
	0	2	AT2	8310	
	0	2	AT3	8289	
	0	2	AT3	8310	
	0	1	AVCM	9580	
	0	1	AZ1		
	0	2	AZ2		
	0	1	AZ2	6315	
	0	2	PN2		
	0	1	PNSN		
	0	1	PR1	8310	
	0	1	RM3	2735	
	0	1	YNC		
	0	1	YN1		
0	1	YN3			
SELRES	38	0	1311		
	1	0	2102		
	1	0	6380		
	1	0	7380		
	0	1	ADCS		
	0	2	AD1	8250	
	0	1	AD1	8278	
	0	2	AD2		
	0	2	AD3	8310	
	0	2	ADAN	8310	
	0	1	AEC		
	0	1	AEC	8250	
	0	1	AEC	8278	
	0	2	AEC	8289	
	0	1	AEC	8310	
	0	1	AE1	8289	
	0	1	AE2		
	0	2	AE2	8289	
	0	2	AE3	8310	
	0	4	AEAN	8310	
	0	1	AK2		
	0	2	AK3		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	2	AKAN		
	0	2	AMCS		
	0	2	AMCS	8250	
	0	1	AMC	8310	
	0	1	AM1		
	0	3	AM1	8250	
	0	2	AM1	8278	
	0	1	AM1	8289	
	0	1	AM1	8310	
	0	1	AM1	9595	
	0	4	AM2		
	0	4	AM2	8278	
	0	7	AM2	8289	
	0	2	AM2	8310	
	0	4	AM3	8289	
	0	2	AM3	8310	
	0	2	AMAN	8310	
	0	1	AME1	8250	
	0	2	AME1	8278	
	0	2	AME1	8310	
	0	1	AME2	8289	
	0	2	AME3		
	0	2	AME3	8289	
	0	1	AME3	8310	
	0	1	AMEAN	8310	
	0	1	ATCS	8250	
	0	1	ATC	8278	
	0	1	ATC	8289	
	0	2	AT1	8250	
	0	3	AT1	8289	
	0	1	AT2		
	0	3	AT2	8278	
	0	4	AT2	8289	
	0	1	AT3		
	0	1	AT3	8310	
	0	3	ATAN	8310	
	0	1	AVCM	8300	
	0	2	AZ1	8289	
	0	1	AZ2	8289	
	0	1	AZ3		
	0	1	AZAN		
	0	1	DK2		
	0	1	HM2	8406	
	0	1	HM3	8406	
	0	1	IS2		
	0	2	MS2		
	0	1	MS3		
0	3	MSSN			

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	1	PN1		
	0	1	PN3		
	0	1	PNSN		
	0	1	PR3	8310	
	0	1	PRAN	8310	
	0	1	YN2		
	0	2	YN3		
	0	3	YNSN		
	0	32	AN		
	ACTIVITY TOTAL:	53	265		

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY02		FY03		FY04		FY05		FY06	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
NAVY OPERATIONAL ACTIVITIES - TAR													
1311		11		11		0		0		0		0	
1520		1		1		0		0		0		0	
ADC	8310		1	1	1	0	0	0	0	0	0	0	0
AD1	8250		1	1	1	0	0	0	0	0	0	0	0
AD1	8310		2	2	2	0	0	0	0	0	0	0	0
AD2	8250		2	2	2	0	0	0	0	0	0	0	0
AD2	8278		2	2	2	0	0	0	0	0	0	0	0
AD2	8310		2	2	2	0	0	0	0	0	0	0	0
AD3	8289		3	3	3	0	0	0	0	0	0	0	0
AD3	8310		2	2	2	0	0	0	0	0	0	0	0
ADAN	8310		2	2	2	0	0	0	0	0	0	0	0
AEC	8250		1	1	1	0	0	0	0	0	0	0	0
AE1	8278		1	1	1	0	0	0	0	0	0	0	0
AE1	8289		2	2	2	0	0	0	0	0	0	0	0
AE1	8310		2	2	2	0	0	0	0	0	0	0	0
AE2	8250		2	2	2	0	0	0	0	0	0	0	0
AE2	8289		3	3	3	0	0	0	0	0	0	0	0
AE2	8310		2	2	2	0	0	0	0	0	0	0	0
AE3	8289		2	2	2	0	0	0	0	0	0	0	0
AE3	8310		2	2	2	0	0	0	0	0	0	0	0
AK1			1	1	1	0	0	0	0	0	0	0	0
AK2	8289		1	1	1	0	0	0	0	0	0	0	0
AK2	9590		1	1	1	0	0	0	0	0	0	0	0
AK3	8289		1	1	1	0	0	0	0	0	0	0	0
AMCS			2	2	2	0	0	0	0	0	0	0	0
AMC	8278		1	1	1	0	0	0	0	0	0	0	0
AM1	8278		1	1	1	0	0	0	0	0	0	0	0
AM1	8310		4	4	4	0	0	0	0	0	0	0	0
AM1	8310	9595	1	1	1	0	0	0	0	0	0	0	0
AM2	8250		3	3	3	0	0	0	0	0	0	0	0
AM2	8278		1	1	1	0	0	0	0	0	0	0	0
AM2	8289		4	4	4	0	0	0	0	0	0	0	0
AM2	8310		2	2	2	0	0	0	0	0	0	0	0
AM3	8310		3	3	3	0	0	0	0	0	0	0	0
AMAN	8310		4	4	4	0	0	0	0	0	0	0	0
AMEC			1	1	1	0	0	0	0	0	0	0	0
AME1	8289		1	1	1	0	0	0	0	0	0	0	0
AME2	8278		1	1	1	0	0	0	0	0	0	0	0
AME2	8310		1	1	1	0	0	0	0	0	0	0	0
AMEAN	8310		1	1	1	0	0	0	0	0	0	0	0
AS1	9502		1	1	1	0	0	0	0	0	0	0	0
ATCS			1	1	1	0	0	0	0	0	0	0	0
ATC			2	2	2	0	0	0	0	0	0	0	0
ATC	8250		1	1	1	0	0	0	0	0	0	0	0
AT1			1	1	1	0	0	0	0	0	0	0	0

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY02		FY03		FY04		FY05		FY06	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
AT1	8278		1	1		0		0		0		0	
AT1	8310		2	2		0		0		0		0	
AT2			2	2		0		0		0		0	
AT2	8250		2	2		0		0		0		0	
AT2	8278		1	1		0		0		0		0	
AT2	8289		1	1		0		0		0		0	
AT2	8310		2	2		0		0		0		0	
AT3	8289		2	2		0		0		0		0	
AT3	8310		2	2		0		0		0		0	
AVCM	9580		1	1		0		0		0		0	
AZ1			1	1		0		0		0		0	
AZ2			2	2		0		0		0		0	
AZ2	6315		1	1		0		0		0		0	
PN2			2	2		0		0		0		0	
PNSN			1	1		0		0		0		0	
PR1	8310		1	1		0		0		0		0	
RM3	2735		1	1		0		0		0		0	
YNC			1	1		0		0		0		0	
YN1			1	1		0		0		0		0	
YN3			1	1		0		0		0		0	
NAVY OPERATIONAL ACTIVITIES - SELRES													
1311			38	38		0		0		0		0	
2102			1	1		0		0		0		0	
6380			1	1		0		0		0		0	
7380			1	1		0		0		0		0	
ADCS				1	1		0		0		0		0
AD1	8250		2	2		0		0		0		0	
AD1	8278		1	1		0		0		0		0	
AD2			2	2		0		0		0		0	
AD3	8310		2	2		0		0		0		0	
ADAN	8310		2	2		0		0		0		0	
AEC			1	1		0		0		0		0	
AEC	8250		1	1		0		0		0		0	
AEC	8278		1	1		0		0		0		0	
AEC	8289		2	2		0		0		0		0	
AEC	8310		1	1		0		0		0		0	
AE1	8289		1	1		0		0		0		0	
AE2			1	1		0		0		0		0	
AE2	8289		2	2		0		0		0		0	
AE3	8310		2	2		0		0		0		0	
AEAN	8310		4	4		0		0		0		0	
AK2			1	1		0		0		0		0	
AK3			2	2		0		0		0		0	
AKAN			2	2		0		0		0		0	
AMCS			2	2		0		0		0		0	
AMCS	8250		2	2		0		0		0		0	
AMC	8310		1	1		0		0		0		0	

II.A.1.c. TOTAL BILLETTS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY02		FY03		FY04		FY05		FY06	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
AM1			1		1		0		0		0		0
AM1	8250		3		3		0		0		0		0
AM1	8278		2		2		0		0		0		0
AM1	8289		1		1		0		0		0		0
AM1	8310		1		1		0		0		0		0
AM1	9595		1		1		0		0		0		0
AM2			4		4		0		0		0		0
AM2	8278		4		4		0		0		0		0
AM2	8289		7		7		0		0		0		0
AM2	8310		2		2		0		0		0		0
AM3	8289		4		4		0		0		0		0
AM3	8310		2		2		0		0		0		0
AMAN	8310		2		2		0		0		0		0
AME1	8250		1		1		0		0		0		0
AME1	8278		2		2		0		0		0		0
AME1	8310		2		2		0		0		0		0
AME2	8289		1		1		0		0		0		0
AME3			2		2		0		0		0		0
AME3	8289		2		2		0		0		0		0
AME3	8310		1		1		0		0		0		0
AMEAN	8310		1		1		0		0		0		0
ATCS	8250		1		1		0		0		0		0
ATC	8278		1		1		0		0		0		0
ATC	8289		1		1		0		0		0		0
AT1	8250		2		2		0		0		0		0
AT1	8289		3		3		0		0		0		0
AT2			1		1		0		0		0		0
AT2	8278		3		3		0		0		0		0
AT2	8289		4		4		0		0		0		0
AT3			1		1		0		0		0		0
AT3	8310		1		1		0		0		0		0
ATAN	8310		3		3		0		0		0		0
AVCM	8300		1		1		0		0		0		0
AZ1	8289		2		2		0		0		0		0
AZ2	8289		1		1		0		0		0		0
AZ3			1		1		0		0		0		0
AZAN			1		1		0		0		0		0
DK2			1		1		0		0		0		0
HM2	8406		1		1		0		0		0		0
HM3	8406		1		1		0		0		0		0
IS2			1		1		0		0		0		0
MS2			2		2		0		0		0		0
MS3			1		1		0		0		0		0
MSSN			3		3		0		0		0		0
PN1			1		1		0		0		0		0
PN3			1		1		0		0		0		0
PNSN			1		1		0		0		0		0
PR3	8310		1		1		0		0		0		0

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY02		FY03		FY04		FY05		FY06	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
PRAN	8310		1		1		0		0		0		0
YN2			1		1		0		0		0		0
YN3			2		2		0		0		0		0
YNSN			3		3		0		0		0		0
AN			32		32		0		0		0		0

SUMMARY TOTALS:

NAVY OPERATIONAL ACTIVITIES - TAR														
			12	103	12	103	0	0	0	0	0	0	0	0
NAVY OPERATIONAL ACTIVITIES - SELRES														
			41	162	41	162	0	0	0	0	0	0	0	0

GRAND TOTALS:

NAVY - TAR														
			12	103	12	103	0	0	0	0	0	0	0	0
NAVY - SELRES														
			41	162	41	162	0	0	0	0	0	0	0	0

II.A.4. CHARGEABLE STUDENT BILLET REQUIREMENTS

ACTIVITY, LOCATION, UIC	USN/ USMC	PFYs		CFY02		FY03		FY04		FY05		FY06	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
Flight Safety Boeing Training International, Seattle, Washington, 48839													
	NAVY	0.4		0.1		0.1		0.1		0.1		0.1	
SUMMARY TOTALS:													
	NAVY	0.4		0.1		0.1		0.1		0.1		0.1	
GRAND TOTALS:													
		0.4		0.1		0.1		0.1		0.1		0.1	

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY02		FY03		FY04		FY05		FY06	
				+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM

a. OFFICER - USN

Operational Billets ACDU and TAR

1311			11	11	22	0	22	0	22	0	22	0	22
1520			1	1	2	0	2	0	2	0	2	0	2

Chargeable Student Billets ACDU and TAR

			1	-1	0	0	0	0	0	0	0	0	0
--	--	--	---	----	---	---	---	---	---	---	---	---	---

SELRES Billets

1311			38	38	76	0	76	0	76	0	76	0	76
2102			1	1	2	0	2	0	2	0	2	0	2
6380			1	1	2	0	2	0	2	0	2	0	2
7380			1	1	2	0	2	0	2	0	2	0	2

TOTAL USN OFFICER BILLETS:

Operational			12	12	24	0	24	0	24	0	24	0	24
-------------	--	--	----	----	----	---	----	---	----	---	----	---	----

Chargeable Student			1	-1	0	0	0	0	0	0	0	0	0
--------------------	--	--	---	----	---	---	---	---	---	---	---	---	---

SELRES			41	41	82	0	82	0	82	0	82	0	82
--------	--	--	----	----	----	---	----	---	----	---	----	---	----

b. ENLISTED - USN

Operational Billets ACDU and TAR

ADC	8310		1	1	2	0	2	0	2	0	2	0	2
AD1	8250		1	1	2	0	2	0	2	0	2	0	2
AD1	8310		2	2	4	0	4	0	4	0	4	0	4
AD2	8250		2	2	4	0	4	0	4	0	4	0	4
AD2	8278		2	2	4	0	4	0	4	0	4	0	4
AD2	8310		2	2	4	0	4	0	4	0	4	0	4
AD3	8289		3	3	6	0	6	0	6	0	6	0	6
AD3	8310		2	2	4	0	4	0	4	0	4	0	4
ADAN	8310		2	2	4	0	4	0	4	0	4	0	4
AEC	8250		1	1	2	0	2	0	2	0	2	0	2
AE1	8278		1	1	2	0	2	0	2	0	2	0	2
AE1	8289		2	2	4	0	4	0	4	0	4	0	4
AE1	8310		2	2	4	0	4	0	4	0	4	0	4
AE2	8250		2	2	4	0	4	0	4	0	4	0	4
AE2	8289		3	3	6	0	6	0	6	0	6	0	6
AE2	8310		2	2	4	0	4	0	4	0	4	0	4
AE3	8289		2	2	4	0	4	0	4	0	4	0	4
AE3	8310		2	2	4	0	4	0	4	0	4	0	4
AK1			1	1	2	0	2	0	2	0	2	0	2

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY02		FY03		FY04		FY05		FY06	
				+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM
AK2	8289		1	1	2	0	2	0	2	0	2	0	2
AK2	9590		1	1	2	0	2	0	2	0	2	0	2
AK3	8289		1	1	2	0	2	0	2	0	2	0	2
AMCS			2	2	4	0	4	0	4	0	4	0	4
AMC	8278		1	1	2	0	2	0	2	0	2	0	2
AM1	8278		1	1	2	0	2	0	2	0	2	0	2
AM1	8310		4	4	8	0	8	0	8	0	8	0	8
AM1	8310	9595	1	1	2	0	2	0	2	0	2	0	2
AM2	8250		3	3	6	0	6	0	6	0	6	0	6
AM2	8278		1	1	2	0	2	0	2	0	2	0	2
AM2	8289		4	4	8	0	8	0	8	0	8	0	8
AM2	8310		2	2	4	0	4	0	4	0	4	0	4
AM3	8310		3	3	6	0	6	0	6	0	6	0	6
AMAN	8310		4	4	8	0	8	0	8	0	8	0	8
AMEC			1	1	2	0	2	0	2	0	2	0	2
AME1	8289		1	1	2	0	2	0	2	0	2	0	2
AME2	8278		1	1	2	0	2	0	2	0	2	0	2
AME2	8310		1	1	2	0	2	0	2	0	2	0	2
AMEAN	8310		1	1	2	0	2	0	2	0	2	0	2
AS1	9502		1	1	2	0	2	0	2	0	2	0	2
ATCS			1	1	2	0	2	0	2	0	2	0	2
ATC			2	2	4	0	4	0	4	0	4	0	4
ATC	8250		1	1	2	0	2	0	2	0	2	0	2
AT1			1	1	2	0	2	0	2	0	2	0	2
AT1	8278		1	1	2	0	2	0	2	0	2	0	2
AT1	8310		2	2	4	0	4	0	4	0	4	0	4
AT2			2	2	4	0	4	0	4	0	4	0	4
AT2	8250		2	2	4	0	4	0	4	0	4	0	4
AT2	8278		1	1	2	0	2	0	2	0	2	0	2
AT2	8289		1	1	2	0	2	0	2	0	2	0	2
AT2	8310		2	2	4	0	4	0	4	0	4	0	4
AT3	8289		2	2	4	0	4	0	4	0	4	0	4
AT3	8310		2	2	4	0	4	0	4	0	4	0	4
AVCM	9580		1	1	2	0	2	0	2	0	2	0	2
AZ1			1	1	2	0	2	0	2	0	2	0	2
AZ2			2	2	4	0	4	0	4	0	4	0	4
AZ2	6315		1	1	2	0	2	0	2	0	2	0	2
PN2			2	2	4	0	4	0	4	0	4	0	4
PNSN			1	1	2	0	2	0	2	0	2	0	2
PR1	8310		1	1	2	0	2	0	2	0	2	0	2
RM3	2735		1	1	2	0	2	0	2	0	2	0	2
YNC			1	1	2	0	2	0	2	0	2	0	2
YN1			1	1	2	0	2	0	2	0	2	0	2
YN3			1	1	2	0	2	0	2	0	2	0	2
SELRES Billets													
ADCS			1	1	2	0	2	0	2	0	2	0	2
AD1	8250		2	2	4	0	4	0	4	0	4	0	4

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY02		FY03		FY04		FY05		FY06	
				+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM
AD1	8278		1	1	2	0	2	0	2	0	2	0	2
AD2			2	2	4	0	4	0	4	0	4	0	4
AD3	8310		2	2	4	0	4	0	4	0	4	0	4
ADAN	8310		2	2	4	0	4	0	4	0	4	0	4
AEC			1	1	2	0	2	0	2	0	2	0	2
AEC	8250		1	1	2	0	2	0	2	0	2	0	2
AEC	8278		1	1	2	0	2	0	2	0	2	0	2
AEC	8289		2	2	4	0	4	0	4	0	4	0	4
AEC	8310		1	1	2	0	2	0	2	0	2	0	2
AE1	8289		1	1	2	0	2	0	2	0	2	0	2
AE2			1	1	2	0	2	0	2	0	2	0	2
AE2	8289		2	2	4	0	4	0	4	0	4	0	4
AE3	8310		2	2	4	0	4	0	4	0	4	0	4
AEAN	8310		4	4	8	0	8	0	8	0	8	0	8
AK2			1	1	2	0	2	0	2	0	2	0	2
AK3			2	2	4	0	4	0	4	0	4	0	4
AKAN			2	2	4	0	4	0	4	0	4	0	4
AMCS			2	2	4	0	4	0	4	0	4	0	4
AMCS	8250		2	2	4	0	4	0	4	0	4	0	4
AMC	8310		1	1	2	0	2	0	2	0	2	0	2
AM1			1	1	2	0	2	0	2	0	2	0	2
AM1	8250		3	3	6	0	6	0	6	0	6	0	6
AM1	8278		2	2	4	0	4	0	4	0	4	0	4
AM1	8289		1	1	2	0	2	0	2	0	2	0	2
AM1	8310		1	1	2	0	2	0	2	0	2	0	2
AM1	9595		1	1	2	0	2	0	2	0	2	0	2
AM2			4	4	8	0	8	0	8	0	8	0	8
AM2	8278		4	4	8	0	8	0	8	0	8	0	8
AM2	8289		7	7	14	0	14	0	14	0	14	0	14
AM2	8310		2	2	4	0	4	0	4	0	4	0	4
AM3	8289		4	4	8	0	8	0	8	0	8	0	8
AM3	8310		2	2	4	0	4	0	4	0	4	0	4
AMAN	8310		2	2	4	0	4	0	4	0	4	0	4
AME1	8250		1	1	2	0	2	0	2	0	2	0	2
AME1	8278		2	2	4	0	4	0	4	0	4	0	4
AME1	8310		2	2	4	0	4	0	4	0	4	0	4
AME2	8289		1	1	2	0	2	0	2	0	2	0	2
AME3			2	2	4	0	4	0	4	0	4	0	4
AME3	8289		2	2	4	0	4	0	4	0	4	0	4
AME3	8310		1	1	2	0	2	0	2	0	2	0	2
AMEAN	8310		1	1	2	0	2	0	2	0	2	0	2
ATCS	8250		1	1	2	0	2	0	2	0	2	0	2
ATC	8278		1	1	2	0	2	0	2	0	2	0	2
ATC	8289		1	1	2	0	2	0	2	0	2	0	2
AT1	8250		2	2	4	0	4	0	4	0	4	0	4
AT1	8289		3	3	6	0	6	0	6	0	6	0	6
AT2			1	1	2	0	2	0	2	0	2	0	2
AT2	8278		3	3	6	0	6	0	6	0	6	0	6

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY02		FY03		FY04		FY05		FY06	
				+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM
AT2	8289		4	4	8	0	8	0	8	0	8	0	8
AT3			1	1	2	0	2	0	2	0	2	0	2
AT3	8310		1	1	2	0	2	0	2	0	2	0	2
ATAN	8310		3	3	6	0	6	0	6	0	6	0	6
AVCM	8300		1	1	2	0	2	0	2	0	2	0	2
AZ1	8289		2	2	4	0	4	0	4	0	4	0	4
AZ2	8289		1	1	2	0	2	0	2	0	2	0	2
AZ3			1	1	2	0	2	0	2	0	2	0	2
AZAN			1	1	2	0	2	0	2	0	2	0	2
DK2			1	1	2	0	2	0	2	0	2	0	2
HM2	8406		1	1	2	0	2	0	2	0	2	0	2
HM3	8406		1	1	2	0	2	0	2	0	2	0	2
IS2			1	1	2	0	2	0	2	0	2	0	2
MS2			2	2	4	0	4	0	4	0	4	0	4
MS3			1	1	2	0	2	0	2	0	2	0	2
MSSN			3	3	6	0	6	0	6	0	6	0	6
PN1			1	1	2	0	2	0	2	0	2	0	2
PN3			1	1	2	0	2	0	2	0	2	0	2
PNSN			1	1	2	0	2	0	2	0	2	0	2
PR3	8310		1	1	2	0	2	0	2	0	2	0	2
PRAN	8310		1	1	2	0	2	0	2	0	2	0	2
YN2			1	1	2	0	2	0	2	0	2	0	2
YN3			2	2	4	0	4	0	4	0	4	0	4
YNSN			3	3	6	0	6	0	6	0	6	0	6
AN			32	32	64	0	64	0	64	0	64	0	64

TOTAL USN ENLISTED BILLETS:

Operational	103	103	206	0	206	0	206	0	206	0	206
SELRES	162	162	324	0	324	0	324	0	324	0	324

c. OFFICER - USMC

NA

d. ENLISTED - USMC

NA

II.B. PERSONNEL REQUIREMENTS

II.B.1. ANNUAL TRAINING INPUT REQUIREMENTS

CIN, COURSE TITLE: E-C40-XXXX, C-40A Fleet Replacement Pilot Category II

COURSE LENGTH: 2.0 Weeks

TOUR LENGTH: 36 Months

ATTRITION FACTOR: Navy: 0%

BACKOUT FACTOR: 0.00

TRAINING	ACDU/TAR	CFY02	FY03	FY04	FY05	FY06
ACTIVITY	SOURCE	SELRES	OFF ENL	OFF ENL	OFF ENL	OFF ENL
Flight Safety Boeing Training International, Seattle, Washington						
	NAVY	TAR	4	4	4	4
		SELRES	4	4	4	4
		TOTAL:	8	8	8	8

PART III - TRAINING REQUIREMENTS

The following elements are not affected by the C-40A and, therefore, are not included in Part III of this NTSP:

III.A.2. Follow-on Training

III.A.2.a. Existing Courses

III.A.2.c. Unique Courses

III.A.3. Existing Training Phased Out

Note 1: Initial training has been structured as Initial Cadre training for the first squadron only, prior to the first aircraft delivery in April 2001. Initial training has not yet been defined for subsequent squadrons and is currently under development by COMNAVAIRESFOR (N36). This information will be updated in revisions to this NTSP as it becomes available.

Note 2: Pilot follow-on training contract was awarded in January 2001 to FSBTI. A Course Identification Number (CIN) has not yet been established for this course, and "E-C40-XXXX" has been used for tracking purposes in this document only. This CIN does not exist. This information will be updated in revisions to this NTSP as it becomes available.

Note 3: COMNAVAIRESFOR (N36) is currently evaluating formal organizational level maintenance, and enlisted Aircrew follow-on training. Current planning calls for both TAR and SELRES maintenance personnel to attend formal training for attainment of the C-40A NEC per the Maintenance Training Requirements Review of March 1999. CBT will be used for refresher training. The CBT will be RFT in first quarter FY01. This information will be updated in revisions to this NTSP as it becomes available.

Note 4: C-9B Organizational Level Maintenance Technician NEC 8310 was used in place of C-40A NEC 8313 due to availability of current Activity Manning Document structure for VR-59 in the Total Force Manpower Management System. This information will be updated in the next iteration of this NTSP.

PART III - TRAINING REQUIREMENTS

III.A.1. INITIAL TRAINING REQUIREMENTS

COURSE TITLE: C-40A Cargo Loading/Configuration (Loadmaster) and Flight Attendant
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: VR-59 APO1 8278 (7)
 VR-59 APOC 8278 (3)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Jan 01		10	Input
			0.1	AOB
			0	Chargeable

COURSE TITLE: C-40A Corrosion Control and Prevention
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: VR-59 AD 8310 (2)
 VR-59 AM (3)
 VR-59 AM 8310 (2)
 VR-59 AME 8310 (2)
 VR-59 PR (1)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Nov 00		10	Input
			0.1	AOB
			0	Chargeable

COURSE TITLE: C-40A Crew Chief
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 40 Days
ACTIVITY DESTINATIONS: VR-59 APO1 8250 (4)
 VR-59 APOC 8250 (2)
 VR-59 APOCS 8250 (2)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Jan 01		8	Input
			0.9	AOB
			0	Chargeable

COURSE TITLE: C-40A Electrical/Avionics Systems
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 35 Days
ACTIVITY DESTINATIONS: VR-59 AE 8310 (7)
 VR-59 AT 8310 (8)

III.A.1. INITIAL TRAINING REQUIREMENTS

LOCATION, UIC	BEGIN DATE	STUDENTS		
Seattle, Washington, 48839	Oct 00	OFF	ENL	CIV
			15	Input
			1.4	AOB
			0	Chargeable

COURSE TITLE: C-40A Flight Attendant
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 2 Days
ACTIVITY DESTINATIONS: VR-59 APO1 8289 (4)
 VR-59 APO1 8289 (5)
 VR-59 APO2 8289 (2)
 VR-59 APO2 8289 (2)
 VR-59 APOC 8289 (1)
 VR-59 APOC 8289 (2)

LOCATION, UIC	BEGIN DATE	STUDENTS		
Fort Worth, JRB, 48839	Apr 01	OFF	ENL	CIV
			8	Input
			.	AOB
			0	Chargeable

COURSE TITLE: C-40A General Familiarization Managers Class
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 3 Days
ACTIVITY DESTINATIONS: VR-59 APOC (7)
 VR-59 APOCM 8300 (1)
 VR-59 APOCS (5)
 VR-59 Desig 1311 (8)
 VR-59 Desig 1520 (1)
 VR-59 Desig 6380 (1)
 VR-59 Desig 7380 (1)

LOCATION, UIC	BEGIN DATE	STUDENTS		
Seattle, Washington, 48839	Jan 01	OFF	ENL	CIV
		11	13	Input
		0.1	0.1	AOB
				Chargeable

COURSE TITLE: C-40A Mechanical and Power Plant Systems
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 25 Days
ACTIVITY DESTINATIONS: VR-59 AD 8310 (3)
 VR-59 AD 8310 (4)
 VR-59 AM 8310 (8)
 VR-59 AM 8310 (8)
 VR-59 AME 8310 (2)
 VR-59 AME 8310 (3)
 VR-59 PR 8310 (1)

III.A.1. INITIAL TRAINING REQUIREMENTS

ACTIVITY DESTINATIONS: VR-59 PR 8310 (1)

LOCATION, UIC
Seattle, Washington, 48839

BEGIN DATE	STUDENTS			CIV
	OFF	ENL		
Jan 01		15		Input
		1.0		AOB
		0		Chargeable

COURSE TITLE: C-40A Pilot Transition
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 12 Days
ACTIVITY DESTINATIONS: VR-59 Desig 1311 (2)
 VR-59 Desig 1311 (4)
 VR-59 Desig 1311 (4)
 VR-59 Desig 1311 (4)

LOCATION, UIC
Seattle, Washington, 48839

BEGIN DATE	STUDENTS			CIV
	OFF	ENL		
Oct 00	2			Input
	0.1			AOB
				Chargeable

COURSE TITLE: C-40A Systems Rigging
COURSE DEVELOPER: FSBTI
COURSE INSTRUCTOR: FSBTI
COURSE LENGTH: 8 Days
ACTIVITY DESTINATIONS: VR-59 TBD 8310 (6)

LOCATION, UIC
Seattle, Washington, 48839

BEGIN DATE	STUDENTS			CIV
	OFF	ENL		
Oct 01		6		Input
		0.1		AOB
				Chargeable

III.A.2. FOLLOW-ON TRAINING

III.A.2.b. PLANNED COURSES

CIN, COURSE TITLE: E-C40-XXXX, C-40A Fleet Replacement Pilot Category II
TRAINING ACTIVITY: Flight Safety Boeing Training International
LOCATION, UIC: Seattle, Washington, 48839

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

CFY02		FY03		FY04		FY05		FY06		
OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	
4		4		4		4		4		ATIR
4		4		4		4		4		Output
0.1		0.1		0.1		0.1		0.1		AOB
0.1		0.1		0.1		0.1		0.1		Chargeable

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

CFY02		FY03		FY04		FY05		FY06		
OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	
4		4		4		4		4		ATIR
4		4		4		4		4		Output
0.1		0.1		0.1		0.1		0.1		AOB
0.0		0.0		0.0		0.0		0.0		Chargeable

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

The following elements are not affected by the C-40A and, therefore, are not included in Part IV of this NTSP:

IV.A. Training Hardware

IV.A.1. TTE / GPTE / SPTE / ST / GPETE / SPETE

IV.A.2. Training Devices

IV.B. Courseware Requirements

IV.B.2. Curricula Materials and Training Aids

IV.B.3. Technical Manuals

IV.C. Facility Requirements

IV.C.1. Facility Requirements Summary (Space/Support) by Activity

IV.C.2. Facility Requirements Detailed by Activity and Course

IV.C.3. Facility Project Summary by Program

Note 1. COMNAVAIRESFOR (N36) is currently evaluating formal organizational level maintenance, Pilot and enlisted Aircrew follow-on training. Current planning calls for both TAR and SELRES maintenance personnel to attend formal training for attainment of the C-40A NEC per the Maintenance Training Requirements Review of March 1999 and August 2000. CBT will be used for refresher training and is planned to be RFT in first quarter FY01. This information, as it becomes available, will be included in revisions to this NTSP.

Note 2. Applicable technical manuals will be furnished in commercial format with an assigned NAVAIR number to facilitate updating and maintenance of manuals. The range of manuals furnished will provide the information required supporting the C-40A organizational level maintenance program.

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

IV.B. COURSEWARE REQUIREMENTS

IV.B.1. TRAINING SERVICES

COURSE / TYPE OF TRAINING	SCHOOL LOCATION, UIC	NO. OF PERSONNEL	MAN WEEKS REQUIRED	DATE BEGIN
C-40A Cargo Loading/Configuration (Loadmaster) and Flight Attendant	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Corrosion Control and Prevention	Seattle, Washington, 48839	TBD	TBD	Nov 00
C-40A Crew Chief	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Electrical/Avionics Systems	Seattle, Washington, 48839	TBD	TBD	Oct 00
C-40A Flight Attendant	Fort Worth, JRB, 48839	TBD	TBD	Apr 01
C-40A Flight Attendant	Fort Worth, JRB, 48839	TBD	TBD	Apr 01
C-40A General Familiarization Managers Class	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Mechanical and Power Plant Systems	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Mechanical and Power Plant Systems	Seattle, Washington, 48839	TBD	TBD	Oct 00
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Apr 01
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Mar 01
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Feb 01
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Oct 00
C-40A Systems Rigging	Seattle, Washington, 48839	TBD	TBD	Oct 01

PART V - MPT MILESTONES

COG CODE	MPT MILESTONES	DATE	STATUS
DA	Began analysis of manpower, personnel, and training requirements	FY 97	Completed
DA	Developed Initial NTSP	May 98	Completed
TSA	Developed Preliminary Draft NTSP	Feb 99	Completed
OPO	Program manpower and training resource requirements	FY 99	Completed
TSA	Began Development of Draft NTSP	Dec 99	Completed
TSA	Promulgated Draft NTSP to ALCON for review and comment	Mar 00	Completed
TSA	Began Training Services	Oct 00	Completed
TSA	Began Initial Training	Oct 00	Completed
DA	Developed and promulgated C-40A Maintenance Plan	Jan 01	Completed
TSA	Delivered CBT materials	Mar 01	Completed
DA	Achieved NSD	Apr 01	Completed
DA	Began Fleet Introduction	Apr 01	Completed
NAVMAC	Established C-40A NEC	Sep 01	Completed
TSA	Proposed NTSP submitted to OPNAV	Sep 01	Completed
DCNO (MPT)	Approved and promulgated NTSP	Oct 01	Completed
TSA	Begin Follow-on Training	Oct 01	Pending
DA	Develop and promulgate C-40A ALSP	Jan 02	In-Work

PART VI - DECISION ITEMS / ACTION REQUIRED

DECISION ITEM OR ACTION REQUIRED	COMMAND ACTION	DUE DATE	STATUS
Establish Activity Manpower Document for C-40A	CNO N12	FY00	Pending – Past Due
Establish C-40A O Level Maintenance Technician NEC	NAVMAC 12	Jan 00	Completed
Approve C-40A O Level Maintenance Technician NEC	CNO N132	Jan 00	Completed
Establish C-40A Crew Chief NEC	NAVMAC 12	Jan 00	Completed
Endorse C-40A Crew Chief NEC	CNO N889	Jan 00	Completed

PART VII - POINTS OF CONTACT

NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL	TELEPHONE NUMBERS
CAPT Owen Fletcher Head, Plans, Policy, and Fleet Maintenance Support CNO, N781B fletcher.owen@hq.navy.mil	COMM: (703) 604-7747 DSN: 664-7747 FAX: (703) 604-6972
CDR Wanda Janus Resource Sponsor / Program Sponsor CNO, N785D1 janus.wanda@hq.navy.mil	COMM: (703) 602-6758 DSN: 332-6758 FAX: (703) 602-8523
CAPT John Flynn Director Air Programs Management Division CNO, N0955E flynn.john@hq.navy.mil	COMM: (703) 601-1853 DSN: 329-1853 FAX: (703) 601-0561
CAPT David Mahoney Head, Reserve Air Logistics Programs CNO, N0955F mahoney.david@hq.navy.mil	COMM: (703) 601-1872 DSN: 329-1872 FAX: (703) 601-0561
CAPT Paul Paine Common Support Systems Section Head CNO, N780G paine.paul@hq.navy.mil	COMM: (703) 602-6425 DSN: 332-6425 FAX: (703) 602-8523
CDR Ken Skaggs Transport Requirements Officer CNO, N780G1 skaggs.kenneth@hq.navy.mil	COMM: (703) 602-6805 DSN: 332-6805 FAX: (703) 602-8523
Mr. Michael Nelson Deputy Transport Utility Requirements Officer CNO, N780G1A nelson.michael@hq.navy.mil	COMM: (703) 602-6465 DSN: 332-6465 FAX: (703) 602-8523
CAPT Peter Spaulding Coordinator for NAVAIRES Programs CNO, N78R spaulding.peter@hq.navy.mil	COMM: (703) 604-7727 DSN: 664-7727 FAX: (703) 604-6969
CAPT Terry Merritt Head, Aviation Technical Training Branch CNO, N789H merritt.terry@hq.navy.mil	COMM: (703) 604-7730 DSN: 664-7730 FAX: (703) 604-6939
LCDR Matthew Browning C-40A Training Policy Manager CNO, N789H3 browning.matthew@hq.navy.mil	COMM: (703) 604-7739 DSN: 664-7739 FAX: (703) 604-6939
AZCS Gary Greenlee NTSP Manager CNO, N789H1A	COMM: (703) 604-7743 DSN: 664-7743 FAX: (703) 604-6939

PART VII - POINTS OF CONTACT

NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL	TELEPHONE NUMBERS
greenlee.gary@hq.navy.mil	
CDR Kevin Neary Aviation Manpower CNO, N122C1 n122c1@bupers.navy.mil	COMM: (703) 695-3247 DSN: 225-3247 FAX: (703) 614-5308
Mr. Robert Zweibel Training Technology Policy CNO, N795K zweibel.robert@hq.navy.mil	COMM: (703) 602-5151 DSN: 332-5151 FAX: (703) 602-5175
CAPT Mike Fralen Program Manager NAVAIRSYSCOM, PMA207 fralenmc@navair.navy.mil	COMM: (301) 757-8574 DSN: 757-8574 FAX: (301) 342-3965
CDR Duane Mallicoat Principal Deputy for VR Programs NAVAIRSYSCOM, PMA207M mallicoatdw@navair.navy.mil	COMM: (301) 757-8535 DSN: 757-8535 FAX: (301) 342-3965
Mr. Chris Maus Assistant Program Manager for System Engineering NAVAIRSYSCOM, PMA207.7E mauscl@navair.navy.mil	COMM: (301) 757-8540 DSN: 757-8540 FAX: (301) 342-3965
Mr. Tom Radtke Assistant Program Manager, Logistics NAVAIRSYSCOM, AIR 3.1.4 radkelf@navair.navy.mil	COMM: (301) 757-1021 DSN: 757-1021 FAX: (301) 342-1527
Mr. Michael Mancini Assistant Program Manager, Training Systems NAVAIRSYSCOM, PMA205-3F mancinimg@navair.navy.mil	COMM: (301) 757-1022 DSN: 757-1022 FAX: (301) 757-1527
AZCM Kevin Green Training Systems Manager NAVAIRSYSCOM, PMA205-3D3 greenkl@navair.navy.mil	COMM: (703) 757-8120 DSN: 757-8120 FAX: (301) 757-6941
Mr. Jon Jones COMS/CACT Manager NAWCTSD, 3.4.3 jonesjm2@navair.navy.mil	COMM: (407) 380-4858 DSN: 960-4858 FAX: (407) 380-8308
Mrs. Pollyanna Randol Aviation NTSP Point of Contact CINCLANTFLT, N71 randolpa@clf.navy.mil	COMM: (757) 836-0103 DSN: 836-0103 FAX: (757) 836-6737

PART VII - POINTS OF CONTACT

NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL	TELEPHONE NUMBERS
<p>Mr. Bob Long Deputy Director for Training CINCPACFLT, N70 longrh@cpf.navy.mil</p>	<p>COMM: (808) 471-8513 DSN: 471-8513 FAX: (808) 471-8596</p>
<p>YN1 Dashawn Simmons Selected Reservist Quota Control COMNAVAIRESFOR, N-333 simmonsdcnrf.nola.navy.mil</p>	<p>COMM: (504) 678-1850 DSN: 678-1850 FAX: (504) 678-5064</p>
<p>CDR Rey Consungi VR Program Manager COMNAVAIRESFOR, N36 airn36@cnrf.nola.navy.mil</p>	<p>COMM: (504) 678-1379 DSN: 678-1379 FAX: (504) 678-1466</p>
<p>AFCM Mark Chadwick C-9 JT8D Class Desk COMNAVAIRESFOR, N386 chadwima@cnrf.nola.navy.mil</p>	<p>COMM: (504) 678-5964 DSN: 678-5964 FAX: (504) 678-1466</p>
<p>ATCS Philip Hester Training COMNAVAIRESFOR, N721 hesterpo@cnrf.nola.navy.mil</p>	<p>COMM: (504) 678-6457 DSN: 678-6457 FAX: (504) 678-6847</p>
<p>CAPT Patricia Huiatt Deputy Assistant, Chief of Naval Personnel for Distribution NAVPERSCOM, PERS-4B p4b@persnet.navy.mil</p>	<p>COMM: (901) 874-3529 DSN: 882-3529 FAX: (901) 874-2606</p>
<p>CDR Timothy Ferree Branch Head, Aviation Enlisted Assignments NAVPERSCOM, PERS-404 p404@persnet.navy.mil</p>	<p>COMM: (901) 874-3691 DSN: 882-3691 FAX: (901) 874-2642</p>
<p>LCDR Thomas McGovern Aviation Mechanical Enlisted Community Manager NAVPERSCOM, N132D1 n132d1@bupers.navy.mil</p>	<p>COMM: (703) 695-3806 DSN: 225-3806 FAX: (703) 695-9915</p>
<p>SKCS Johnson Assistant Enlisted Community Manager NAVPERSCOM, N132D15D n132d15d@bupers.navy.mil</p>	<p>COMM: (703) 695-3932 DSN: 225-3932 FAX: (703) 695-9915</p>
<p>LCDR Raymond Lawry Aviation Department Head NAVMAC, 30 raymond.lawry@navmac.navy.mil</p>	<p>COMM: (901) 874-6218 DSN: 882-6218 FAX: (901) 874-6471</p>
<p>AZCS Randall Lees NTSP Coordinator NAVMAC, 32 randall.lees@navmac.navy.mil</p>	<p>COMM: (901) 874-6434 DSN: 882-6434 FAX: (901) 874-6471</p>

PART VII - POINTS OF CONTACT

NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL	TELEPHONE NUMBERS
<p>AKC Tina Jacobs NTSP Coordinator (Assistant) NAVMAC, 32 parthina.jacobs@navmac.navy.mil</p>	<p>COMM: (901) 874-6483 DSN: 882-6483 FAX: (901) 874-6471</p>
<p>Mr. Steve Berk CNET NTSP Distribution CNET, ETS-23 stephen.berk@smtp.cnet.navy.mil</p>	<p>COMM: (850) 452-8919 DSN: 922-8919 FAX: (850) 452-4901</p>
<p>CDR Erich Blunt Aviation Technical Training CNET, ETE-32 cdr-erich.blunt@smtp.cnet.navy.mil</p>	<p>COMM: (850) 452-4915 DSN: 922-4915 FAX: (850) 452-4901</p>
<p>GMC James S. Allen PQS Development Officer NETPDTC, Group 34 gmc-james.allen@cnet.navy.mil</p>	<p>COMM: (850) 452-1001 ext. 2217 DSN: 922-1001 ext. 2217 FAX: (850) 452-1764</p>
<p>AVCM Thomas King Training Coordinator NAMTRAGRU HQ, N2213 avcm-thomas.e.king@smtp.cnet.navy.mil</p>	<p>COMM: (850) 452-9712 ext. 249 DSN: 922-9712 ext. 249 FAX: (850) 452-9965</p>
<p>LCDR Rick Lawson NTSP Manager COMOPTEVFOR, 533 lawsonr@cotg.navy.mil</p>	<p>COMM: (804) 444-5087 ext. 3354 DSN: 564-5087 ext. 3354 FAX: (757) 444-3820</p>
<p>Mr. Kenneth Coe C-40 Support System manager Boeing Aircraft Company, kenneth.coe@PSS.boeing.com</p>	<p>COMM: (206) 655-4462 DSN: FAX: (206) 655-5514</p>
<p>Mr. Bruce Flothe C-40 Training Lead Boeing Aircraft company, bruce.flothe@boeing.com</p>	<p>COMM: (206) 655-4263 DSN: FAX: (206) 655-5514</p>
<p>Mr. Phil Szczyglowski Competency Manager NAVAIRSYSCOM, AIR 3.4.1 szczyglowspr@navair.navy.mil</p>	<p>COMM: (301) 757-8280 DSN: 757-8280 FAX: (301) 342-7737</p>
<p>Mr. Bob Kresge NTSP Manager NAVAIRSYSCOM, AIR 3.4.1 kresgerj@navair.navy.mil</p>	<p>COMM: (301) 757-1844 DSN: 757-1844 FAX: (301) 342-7737</p>
<p>ADCS Steve Reed NTSP Coordinator NAVAIRSYSCOM, AIR 3.4.1 reedps@navair.navy.mil</p>	<p>COMM: (301) 757-3107 DSN: 757-3107 FAX: (301) 342-7737</p>

PART VII - POINTS OF CONTACT

NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL

TELEPHONE NUMBERS

PRC Jeffrey Dronenburg
Manpower, Personnel and Training Analyst
NAVAIRSYSCOM, AIR 3.4.1
dronenburgjw@navair.navy.mil

COMM: (301) 757-3041
DSN: 757-3041
FAX: (301) 342-7737