

COST PLAN

NAS 8 - 4016

SCHEDULE I

1 NOV. '65 THRU COMPLETION 15 FEB. '69

\$(MILLIONS)

ITEM	FY PARTIAL 1966	FY 1967	FY 1968	FY 1969	TOTAL
LABOR & BURDEN					
ENGINEERING	8.225	9.942	5.129	1.612	24.908
OPERATIONS	9.082	12.939	4.144	.265	26.430
OTHER	1.675	1.772	.772	.009	4.228
TOTAL LABOR & BURDEN	18.982	24.653	10.045	1.886	55.566
OTHER DIRECT CHARGES					
MATERIAL STAGE	13.608	3.426	1.733	.224	18.991
MATERIAL PROCUREMENT EXP.	1.476	1.951	.422	.004	3.853
OTHER DIRECT CHARGES	3.205	4.242	1.156	.076	8.679
TOTAL OTHER DIRECT CHARGES	18.289	9.619	3.311	.304	31.523
SUB-TOTAL	37.271	34.272	13.356	2.190	87.089
G&A & TARGET FEE	4.297	3.951	1.540	.253	10.041
GRAND TOTAL (COST G&A & TARGET FEE)	41.568	38.223	14.896	2.443	97.130

CHART 9

with that plan are some \$2 million less than we planned at the time we entered into this contract. Our projection for program completion indicates that that saving is going to be greater, rather than less when we get to the end of the program. We are going to save more than \$2 million over the agreed cost by the time we finish the program. Now costs are primarily people and here is chart 10 which shows personnel here at Michoud only—thousands of people—against time in calendar years.

This red line is today's date. On this chart, the black here is the direct people working on schedule 1. This powder blue is the people working on our schedule II, Vehicle Integration. As you can see, we are on a steep toboggan slide. Unless we enter into a contract for additional stages, we will have finished this program—for all intents and purposes—at the end of calendar year 1968. This light gray is the indirect people supporting all of the direct. Chart 11 shows the same