

The data obtained from both services related to fiscal year 1965 procurement funding. For the Navy the product detail obtained was similar in coverage to that of Engines and engine accessories. For the Air Force, coverage was incomplete on most of the major aircraft included in the aircraft buy shown in the Air Force procurement list.¹¹ On the average, the detail provided in the P-5 exhibit of October 1, 1965,²⁰ accounted for 55 percent of the values shown for these aircraft in the electronics and communications subcategory and 59 percent in the A&OGFAE area. The product detail provided was used to distribute the corresponding totals shown for these aircraft. Further, the P-5 totals for the few major aircraft buys for which no product detail was supplied in the Air Force procurement list were distributed by the product detail supplied for aircraft matched on the basis of similarity of mission and aircraft characteristics as described in the Air Force Weapons Dictionary.²¹

In a like fashion, Army aircraft electronics and communications and A&OGFAE P-5²² totals were distributed by using available data for Navy aircraft selected on the basis of similarity of mission and aircraft characteristics as described in the Army and Navy Weapons Dictionary.^{23, 24} The product-coded distributions derived for each service were then combined into the DOD distributions shown above, using the values shown in the P-5 exhibits as weights.

An aircraft flyaway 4-digit SIC-product-coded distribution was derived by weighting the airframe, engines and engine accessories, electronics and communication, and A&OGFAE distributions. The relative weights used for this combination were based on the values given in table 7 for these subcategories of aircraft program costs. The flyaway distribution, as will be noted, was used to distribute categories of aircraft procurement for which no product composition was obtained.

Table 10 presents the four-digit SIC-product-coded distribution for aircraft peculiar ground support equipment (GSE). Peculiar GSE, as noted previously, includes items associated with particular aircraft that are required to make the aircraft's subsystems, or end-items of equipment, operational in their own environment. The equipment, literally composed of hundreds of items for each aircraft, is in the main supplied by the aircraft's contractors.

TABLE 10.—*Peculiar ground support equipment product-coded distribution*

SIC	Product	Percentage
3429	Hardware, n.e.c.	2.60
3036	Hoists, cranes, and monorails	1.60
3537	Industrial trucks and tractors	6.05
3569	General industry machines, n.e.c.	8.20
3571	Computing and related machines	9.60
3611	Electric measuring instruments	7.45
3662	Radio, TV communication equipment	50.75
3722	Aircraft engines and parts	13.75
	Total	100.00

The basic sources for the distribution shown in table 10 were two documents listing the ground equipment requirements for the C-141A²⁵ and the F-111A.²⁶ The additional information necessary