

to permit product-coding of the listed items was obtained through the local offices of the airframe prime contractors.^{27, 28} To reduce the problem to reasonable size, product information was obtained on all F-111A peculiar aerospace ground equipment (AGE) requirements whose budgetary total target price was \$150,000 or more and on all C-141A peculiar AGE requirements for which the item unit cost was \$3,000 or more and whose total cost was \$100,000 or more in fiscal year 1965 or fiscal year 1966. A rough estimate of the coverage obtained by these samples is over 80 percent of the F-111A and almost 50 percent of the C-141A peculiar AGE requirements in dollar terms as shown in the source documents.^{25, 26} The period covered by these distributions was fiscal year 1965-66 for the C-141A and all known or recommended F-111A peculiar AGE requirements as of October 1965. The two distributions were weighted equally to result in the distribution shown in table 10. The rationale for the equal weighting was the almost equal procurement funding for subsonic and supersonic aircraft in the FYFSFP.^{9, 10, 11}

Training equipment consists primarily of weapon system trainers or flight simulators, used to train flight crews, and mobile training units, used to train aircraft maintenance technicians. Preproduction costs seem to be a miscellany of advance-buy items and nonrecurring costs involved in starting up aircraft production, e.g., tooling, engineering. No usable detail could be obtained for either of these aircraft program cost subcategories. They were assumed to have the flyaway product-coded distribution.

The product-coded distribution for the weapon system cost category was obtained by weighting the product-coded distribution of the aircraft flyway subdivision, the peculiar GSE subdivision, and the training equipment and preproduction costs subdivisions, by the values shown in table 7, subdivision of aircraft weapon system costs.

Spares and repair parts. The service distribution of 19.99 percent of aircraft procurement TOA covered by the aircraft spares and repair parts category was Air Force, 11.51 percent; Navy, 7.08 percent; and Army, 1.40 percent.

TABLE 11.—Subdivisions of aircraft spares and repair parts procurement

<i>Subdivision</i>	<i>Percentage</i>
Aircraft components.....	26.0
Engines.....	13.3
Engine components.....	20.0
Instruments and components.....	17.6
Electronics and communications components.....	14.6
Fire-control components.....	1.6
Other aircraft components.....	6.9
Total.....	100.0

Aircraft spares and repair parts consist of initial spares and replenishment spares. Initial procurement spares include spare engines and air-vehicle, peculiar AGE, and training-device spares.¹³ Replenishment spares include all items procured as follow on support but do not include engines procured only through initial procurement spares funding.