

The categorization given in table 11 represents the first stage in the disaggregation of the aircraft spares and repair parts funding. The distribution was derived by combining two separate distributions, one for initial spares and the other for replenishment spares. The sources for these basic data were personnel of the Air Force Logistics Command (AFLC).²⁹ The initial-spares distribution was based on the fiscal year 1964 program and required adjusting to compensate for a disproportionate allocation to electronics and communications components in that year. The replenishment-spares distribution reflects the fiscal year 1965 program. The weights used to combine the two distributions were Air Force fiscal year 1964 program dollars for each of these categories, obtained from the same sources.

The aircraft components were coded 3729, aircraft equipment, n.e.c.; the engines 3722, aircraft engines and parts; and the fire-control components 3662, radio, TV communication equipment. Since the product detail needed to derive product-coded distributions for the remaining categories was not available, adjusted aircraft flyaway subcategory distributions were used. Thus an engine components product-coded distribution was derived from table 7, "Engine and Engine Accessories Product-Coded Distribution," by removing the allocation to engines. An electronics and communication product-coded distribution was derived from table 8, "Electronics and Communications Product-Coded Distribution," by removing the allocation to fire-control items. The remaining two spares and repair parts categories, instruments and components, and other aircraft components, were assumed to have the A&OGFAE aircraft flyaway subcategory distribution given in table 9. The distributions for the subdivisions of the aircraft spares and repair parts procurement were weighted by the values in table 11, subdivisions of aircraft spares and repair parts procurement.

Modifications of inservice aircraft. The service distribution of the 14.06 percent of aircraft procurement TOA covered by the modifications of in-service aircraft category was Air Force, 9.66 percent; Navy, 3.71 percent; and Army, 0.69 percent.

This category covers the modifications cost of inservice aircraft AGE, and training equipment and components thereof required as a result of safety of flight or aircraft configuration modifications.¹³ An unpublished Air Force budget-supporting document³⁰ supplied the fiscal year 1964 breakdown shown in the accompanying tabulation.

Item	Percent
Kits (hardware).....	45.4
Labor and materials.....	43.5
Engineering.....	8.0
Technical data.....	1.6
Related AGE procurement.....	1.5
Total.....	100.0

No information was obtained on the product composition of the kits and the AGE requirements. However, the 1963 Census "Numerical List of Manufactured Products" ⁵ lists the five-digit product class 37214, modifications, conversions, and overhaul of previously accepted aircraft. Consequently kits and labor and materials were coded 3721, aircraft. Engineering and technical data were assigned to 8911,