

STATEMENT OF WORK

Statement of Work for Repair/Modification of F/A-18E/F and EA-18G H-Stabs

Updated 24 May 2024

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Note: the term “modification” shall be interchangeable with “upgrade” when used in this contract.

1.0 Scope: This Statement of Work (SOW) defines the requirements for the induction, teardown/evaluation, First Article Inspection (FAI), repair scope determination and actual repair and/or process for non-repaired F/A-18E/F and EA-18G H-Stabs. This SOW also includes the requirements for upgrading (modifying) H-Stabs per applicable Accessory Changes (AYCs), as required. A repair without upgrade (modification) but which incorporates all other Technical Directives (i.e. AYBs as applicable) per paragraph 1.4.1. and otherwise meets the requirements of paragraph 1.4.1. is a “Standard Repair” under this RFP/contract. This does not cover U.S Navy Flight Demonstration Squadron (Blue Angels) requirements. If a Blue Angels component is received under this vehicle, immediately contact the PCO for further disposition.

1.1 General: The U.S. Government retrograde classified as “F” Condition to be furnished hereunder shall be inducted, inspected, and repaired where technically feasible and within contract scope in accordance with the terms and conditions specified in this contract. Government Furnished Property, including equipment such as fixtures, jigs, dies, patterns, mylars, special tooling, special test equipment, or any other manufacturing aid required for the repair, manufacture and/or testing of the subject item(s) will not be provided by the Government and shall be the responsibility of the Contractor unless specifically identified to be provided as Government Furnished Equipment/Tooling/Special Test Equipment/Material under this contract. The foregoing applies notwithstanding any reference to such equipment or to the furnishing thereof that may be contained in any drawing, manual or specification for the contract items. The SOW shall take precedence over the Technical Data Package (TDP) in cases of conflict. In the event of a conflict between any technical data requirements, the Local Engineering Specification (LES) supersedes all other technical data, unless otherwise indicated. If clarification is required, the contractor request support by submitting a Request for Technical Information (RFTI) to the North Island Engineering Fleet Support Team (FST) for clarification. The contractor is required to submit Request for Technical Information (RFTI) where LES indicate “Contact Engineering”.

1.2 SRC Cards: Upon completion of repair or repair/modification, the Contractor shall fill out a Scheduled Removal Component (SRC) card Per NAVAIR 4790. The contractor will send a copy of the SRC card of the overhauled / Ready For Issue (RFI) assembly to the repository address (CMIS.gm.fct@navy.mil) when sold back to the Navy. Contractor must maintain traceability of components throughout the overhaul / refurbishment process.

1.2.1 SRC Requirements: SRC cards shall be supplied with the units. The Contractor shall examine the SRC card to determine the flight hours for the unit. If flight hours are not available, or if the SRC card has been lost, see paragraph 1.2.1.1. If the Component Flight Hours (CFH) exceed 5900, the Contractor shall not induct the unit for

repair and shall immediately contact the Procurement Contracting Officer (PCO) for further instructions.

1.2.1.1 Flight Hour Updates and SRC Card Reconstruction: The Contractor shall notify the PCO, and the NAVAIR POC, within one working day if the SRC card is lost or if the card does not contain the required flight hour data. If the SRC card is lost, the Contractor shall request the Navy to reconstruct a new SRC card for the component. When directed by the Navy, the Contractor may reconstruct SRC cards. These will be prepared in accordance with the instructions given in the NAVAIR manuals, standard Navy practice and in accordance with any special Navy instructions. If the SRC card lacks proper flight hour or FLE data, the Contractor shall request the Navy to provide this data so it can be entered onto the existing SRC card. The point of Contact for SRC reconstruction, flight hour and FLE data is NAVAIR Kenneth Wilson Ph # (619) 545-3763 email: kenneth.wilson2@navy.mil.

1.3 Teardown & Inspection Requirements: Contractor shall perform the following Teardown and Evaluation tasks, to the extent necessary and applicable, to determine technical and/or contractual reparability and the associated related work scope of each inducted asset. Sequencing of the applicable tasks shall be defined by Contractor with the discretion that not all tasks are applicable once reparability/scope can be determined.

A) Review H-Stab documentation (SRC card) for completeness. If component arrived with actuator arm, but missing the actuator arm SRC card, Contractor shall secure original or reconstructed card from NAVAIR. (H-Stab may be inducted without Actuator Arm SRC Card present at time of H-Stab induction). Make note of current component flight hours and follow induction requirements as specified in paragraph 1.2.1.

B) Inspect to identify whether there are any outstanding Technical Directives (AFBs, AYC's, AYBs, etc.) that have not been incorporated. See Attachment B for contractually recognized baseline.

C) Visually inspect UPR & LWR skins and fastener holes for damage/wear. Make note of any drain holes found plugged in the incoming condition.

D) Remove coatings (as required) using Government/OEM approved methods. Cover drain holes. Hand sanding shall be utilized on those areas where any skin damage is visually noted.

E) Perform visual inspection for any previous repairs to include SRC card review with the objective of identifying suspect conditions. Any visual indications of previous repairs will be assessed using additional data obtained from the NDI performed on this unit. Any previous repairs identified through this visual and NDI assessment where such are believed to be suspect, substandard, or degraded based on Contractor T&E assessment, will be removed or investigated in more detail. The Contractor will assess if additional Over and Above engineering analysis/repair effort would be required to consider the unit as RFI prior to delivery if not included in planned repairs for such unit associated with incoming discrepancies.

F) Perform 100% NDI C-Scan inspection (thru transmission and/or pulse echo) as applicable to the composite core sections bonded to the skin for all H-Stab configurations. Ensure all delaminations are documented, condition of the core under the delamination is documented. Complete documentation of such, where identified, for determining repair requirements associated with such incoming discrepancies due to normal Fleet operations. Determine and advise the PCO if additional Over and Above engineering analysis/repair effort would be required where any identified discrepancies are outside of normal Fleet operating conditions. In the event that Thru-Transmission is unavailable due to equipment breakage, or capacity constraints the Contractor will perform 100% MAUS in lieu of

Thru-Transmission until equipment is repaired or available. Contractor shall utilize Government/OEM approved ultrasonic NDI equipment/methods.

G) Contractor will expand NDI to X-Ray (less mapping) of those applicable areas for any conditions noted by NDI Technician via C-Scan results that are identified as anomalies or areas of concern. The Contractor will assess if additional Over and Above engineering analysis/repair effort would be required to consider the unit as RFI prior to delivery if not included in planned repairs for such unit associated with incoming discrepancies. Contractor shall utilize Government/OEM approved X-Ray NDI equipment/methods.

H) Perform AYB-1443 MAUS on applicable H-Stab configurations per the Technical Directive for both initial MAUS inspections and recurring inspections. Submit results to FST North Island per AYB-1443 direction. Contractor shall utilize Government/OEM approved MAUS NDI equipment/methods.

I) All E/F Stabs (P/N 74A211001-1017/-1019/-1021 require X-Ray Inspection over the Honeycomb Core Structure adjacent to the Torque Box Assembly, extending from the Leading Edge to the Trailing Edge. Contractor shall utilize Government/OEM approved X-Ray NDI equipment/methods.

J-) MAUS inspection will be conducted when anomalies of -1019 thru -1025 configurations are documented on NCR, to which Local Engineering will disposition for NDI to perform a similar inspection to AYB-1443 without the reporting as the BCFNDT requires. Units where Engineering requires MAUS per disposition for -1019 thru -1025 configurations of an NDI identified anomaly, Boeing will send collected MAUS data via message courier to FST once the unit has completed repairs.

J) Perform hand scan (A-Scan) of access door periphery and sills when visual assessment identifies a potential concern. Contractor shall utilize Government/OEM approved A-Scan NDI equipment/methods.

K) Remove doors 101 upper and 101 lower.

L) Visually inspect LE/tip caps for signs of corrosion and damage/wear. If any damage is noted on (visual or via NDI), in or around the area of, LE/tip caps may require removal for further evaluation of substructure.

M) Remove Form-In-Place (FIP) seals at door 101 upper and 101 lower locations and where LE/tip caps were removed (if LE/tip caps were removed) using non-metallic scrapers only.

N) Visually inspect door and LE/tip cap (if LE/tip caps were removed) sills for damage/wear and corrosion.

O) Clean grease, dirt, loose paint and sealant from within door 101 upper and 101 lower cavities, from within spindle cavity and around bearings/bushings, and all other interior/exterior surfaces.

P) Remove (and discard) inboard and outboard bearings from within spindle cavity.

Q) Inspect in and around inboard and outboard beryllium copper bushings and titanium rib for damage. Measure beryllium copper bushing inner diameter per approved engineering and determine if out of tolerance. Check for any beryllium copper bushing migration.

R) Visually inspect door 101 upper and 101 lower cavities for signs of corrosion and damage.

S) Visually inspect inboard rib for damage/wear. Look for any damage that may have been induced to rub blocks.

T) Remove and discard spindle cavity grounding wires.

U) Visually inspect door 101 upper and 101 lower for damage.

V) Visually inspect door 101 upper and 101 lower sills for damage.

W) Visually inspect actuator arm, attach hardware, and bushings-for damage. For all fracture critical structures, any hole that exhibits significant elongation, scoring, corrosion or any additional damage shall be eddy-current inspected per Government/OEM approved NDI techniques and submitted to local engineering for further evaluation. For all other surfaces, holes that exhibit significant elongation, scoring, corrosion or any additional damage shall be visually inspected and evaluated as necessary per Contractor Engineering processes.

X) For any C/Ep holes that exhibited visual damage, perform A-Scan inspection of area surrounding holes per Government/OEM approved NDI techniques.

Y) NDI shall be performed per local engineering direction on any visually located crack to determine the extent of the defect.

1.4 Repair & Upgrade Requirements: Contractor repair efforts under this contract will yield F/A-18E/F and EA-18G H-Stabs that are in a RFI condition. RFI is defined as that condition allowing the items to perform properly and reliably in an operational environment in a manner they were intended to operate. "Repair" means render RFI (and incorporate Technical Directives). "Upgrade" (modify) means render RFI, and incorporate Technical Directives per paragraph 1.4.1.3 and Attachment B.

1.4.1 The Contractor Repair and Technical Directive Incorporation Requirements: The Contractor shall provide the necessary facility, labor, materials, parts, test capability, tooling and equipment required to perform all repairs, modifications and Technical Directive incorporation. H-Stabs shall be delivered in a RFI condition. The Contractor must perform all repairs and Technical Directive incorporations at the facility or at a subcontractor approved by the OEM or government. Requests for approval of changes to a repair source or repair facility shall be submitted in writing to the PCO prior to making any such change. Any repairs performed using an unapproved repair source or facility are not authorized.

1.4.1.1 Replacement of Damaged Structure: Contractor shall utilize released FST Engineering, OEM approved, and Government approved Contractor repair procedures and processes to complete the standard repair of F/A-18 E/F H-Stab where within contract scope and not otherwise deemed Beyond Physical or Beyond Economic Repair. USN F/A-18E/F and EA-18G Interactive Electronic Technical Manual (IETM), USN Local Engineering Specifications (LES) are also recognized as approved engineering for Contractor utilization. A Standard Repair shall be limited to repair of damage induced as a result of normal Navy operations and maintenance of an H-Stab. Typical standard repairs may include repair of skin damages on the upper and lower mold line skins, bearing replacements, hot bond repairs, bushing repairs, gang channel replacement.

A repair task will be considered to be an Over and Above Repair (OAR), i.e. not within the pricing of this contract and thus requiring submission of a price proposal when significant incoming damage is present. As an example, damage that resulted from an abnormal event, induced by human factors, or where the required repairs are a result of repair attempts that have been previously initiated and abandoned pre-induction, or where those repair attempts further complicate the required repair. Repair of OAR items shall be accomplished IAW an individual proposal and order placed under an OAR ordering Contract Line Item Number (CLIN) of this contract (or via modification of a delivery order). The Contractor will not proceed with OAR effort until a pricing proposal (including a proposed delivery schedule) is accepted by the NAVSUP PCO and an order for such work is placed or a delivery order is modified.

***Repair Tier information will be located as an Attachment to the Delivery Order for this SOW effort entitled**

“Repair Tier Matrix”.

1.4.1.2 Prime and Paint Requirements: The Contractor shall remove exterior primer and paint via approved Government/OEM engineering methods. H-Stabs shall be primed and painted in accordance with IETM and applicable drawing requirements.

1.4.1.3 Incorporation of Technical Directives: The Contractor shall inspect to identify whether there are any outstanding Technical Directives (AFCs, AFBs, AYCs, AYBs, etc., latest revision and/or amendment) that have not been incorporated. If a TD has not been previously incorporated that is applicable to the inducted asset and is also identified within the contract TD baseline (see Attachment B), then the Contractor shall proceed to incorporate requesting the applicable AYC kits from the USG through the Central Kitting Activity (CKA) ordering process. The SRC card shall be updated to reflect the incorporation of the Technical Directives. The Contractor shall also verify whether or not there are additional TDs that need to be complied with that are not currently identified on the contract TD baseline. If there have been any additional TDs released that are not in the contract TD baseline, then the Contractor shall notify the PCO and request direction as to whether incorporation is desired or if the Contractor should note the TD as “NINC” on the SRC card. If incorporation is desired, then the Contractor shall submit a proposal pursuant to the OAR ordering CLIN of this contract and provide a cost and schedule impact for the immediately affected unit and the remaining Flight Control Surfaces to be inducted under the contract. The Contractor shall not proceed with incorporation of this TD on any assets until a contract modification has been issued. Where incorporation on immediately affected units is not possible within the repair process given the cycle time for OAR contracting, Contractor shall provide a prospective implementation date for remaining inductions under the contract and proceed with a NINC note on the SRC card for units that will be repaired prior to that implementation date.

1.5 Beyond Repair H-Stabs: An H-Stab may be Beyond Physical Repair (BPR) or Beyond Economical Repair (BER). An H-Stab shall be considered BPR or BER if the conditions of paragraph 1.5.1 or 1.5.2, respectively, are met. For BPR determinations, the Contractor shall provide the basis of the determination to the PCO with the contract modification request for DD250 processing and approval of the BPR/BER disposition. For BER determinations, the anticipated repair effort a potential cost/risk impact shall also be provided to the Government. After Government receipt of the required BPR/BER documentation, the Contractor shall have the component placed on work stop and await Government disposition instructions. The Contractor is not authorized to proceed until contract modifications or other disposition direction is provided by the PCO. The Contractor shall perform any disposal ordered by the Government in accordance with all applicable government disposal procedures and requirements.

1.5.1 Beyond Physical Repair (BPR): A component shall be considered BPR if, as an example, significant interior corrosion, significant core node bond failures or blown core, or large skin disbonds are discovered. Other conditions may warrant at BPR determination dependent on Contractor Engineering dispositions.

1.5.2 Beyond Economical Repair (BER): The Contractor shall submit BER documentation to the Government when technical or OAR cost risk are such that the unit may not be economically viable for repair given the remaining available flight hours or potential for emergent BPR risk. The PCO shall review and provide a determination to a) consider the unit as BER and provide a contract modification to DD250 the unit as a BER unit based on the Repair Tier Matrix located in the delivery order and/or if the cost to repair the unit exceeds 80% of the replacement price as stated on Exhibit A (list of items) of the BOA Contract on which this Delivery Order is issued under, b) continue proceeding with repair if no OAR conditions are present recognizing the potential for emergent BPR risk, or c) or request a proposal for the OAR repair tasks if present. Contractor shall place unit on hold pending outcome of the PCO response to the initial BER documentation submittal.

1.6 Missing on Induction (MOI): Subsequent to the receiving inspection of the incoming retrograde (prior to

induction) to check for shipment damage, peripheral hardware where applicable (i.e. Stab Arms) and the required SRC cards, Contractor shall conduct a complete induction inspection after induction to verify that all required parts that are considered GFM with the asset are present and accounted for with the DCMA-QAR verifying such. Where such GFM is missing, an MOI inventory will be created and provided to the PCO for review and concurrence. Contractor will include an assessment if previously harvested GFM from prior BPR units can be utilized to fulfill the MOI items. Contractor shall continue with teardown and evaluation of the asset while PCO determines if unfulfilled MOI parts are to be furnished by the U.S. Government or if the Contractor shall secure such parts and submit an OAR price impact for the additional provision of such parts.

1.7 Repair and Consumption Data: The Contractor shall be responsible for retaining a history of the repair actions associated with a repaired H-Stabs. This includes data related to the specific repair actions required and the parts removed and/or replaced to complete the repair activity. The Contractor will make available to the PCO copies of engineering dispositions related to Major Deviations or PQDRs as requested, associated with a repaired H-Stab.

2.0 Parts and Material: All parts and material used in performance of this contract shall be in accordance with the latest approved revision of applicable drawings and specifications and shall be new in accordance with FAR 52.211-5, Material Requirements, which is incorporated by reference herein. Authorization to use other than new material, as defined by FAR 52.211-5, requires written approval from the PCO except for serviceable fasteners. In addition, cannibalization must be approved in advance by the PCO. Cannibalization of units that have not been inducted is not authorized and requires specific approval by the PCO.

2.1 Parts and Material Requirements: As noted above, the Contractor shall utilize up to date drawings and specifications for parts and material required for repairs performed under this contract.

2.2 Purchased Material Control and Parts Control: The Contractor shall establish and maintain a system of control over purchased parts and material. Such controls shall, at a minimum, assure that the parts and material purchased are in compliance with the requirements of this contract. Purchased parts and material conformance shall be assured by utilizing the methods defined in paragraphs 2.2.1 through 2.2.3 (individually or in combination). An approved property management system per FAR 45.5 shall be utilized to control Government Owned Property.

2.2.1 Critical Parts: An item is designated a Critical Safety Item (CSI) if failure of this item may lead to catastrophic or critical consequences for personnel or equipment. An item is designated a Critical Application Item (CAI) if failure of this item can impact system performance or mission capability, significantly reduce fleet readiness, significantly increase maintenance actions, or cause severe environmental damage. Prior to fabricating or procuring a part, criticality of that part must be defined. The official repository for this information, along with any approved sources of supply, is in the Joint Deficiency Reporting System (JDRS). CSI/CAI parts may only be procured from approved sources of supply. If the criticality of the part is not listed in JDRS, the Contractor shall contact the F/A-18E/F and EA-18G FST in order to obtain this information.

2.2.2 Receiving Inspection: The parts or material procured by the Contractor or by the Contractor's subcontractors shall be inspected upon receipt to assure conformance with all requirements of the applicable drawings and specifications. Records of such inspection shall be maintained for Government review for at least twenty-four (24) months following the conclusion of the contract.

2.2.3 Approval of a Purchased Part and Material System: The Contractor shall maintain a system for assuring conformance of procured parts and materials to contract requirements. This system shall be subject to Government approval and review. The Contractor is primarily responsible for approval and monitoring of their subcontractors' systems used to procure parts and materials.

3.0 Configuration Management: The Contractor shall maintain a Configuration Management Plan in accordance with MIL-STD- 973. While MIL-STD-973 is not currently in effect, the Contractor and the Government agree that the

provisions of this MIL-STD are applicable to this contract.

3.1.2 Engineering Requirements and Disposition: Reference (1) F/A-18EF and EA-18G SERVICE LIFE BULLETIN (SLB) NR 013 AM2 (2) US NAVY F/A-18 E/F and EA-18G STRUCTURAL NAVAIR DESIGNATED ENGINEERING REPRESENTATIVE (NAVDER) PROGRAM MANUAL, REV. D, 16OCT2023.

3.1.2.1 The Contractor shall prepare engineering dispositions and supporting stress / fatigue analysis, as required, to address in coming "F" Condition retrograde and return such to a Ready for Issue "A" Condition status. "A" Condition is defined as no more than a serviceable condition for the remaining flight hours established for each peculiar flight control surface per the engineering disposition for each "F" Condition retrograde asset inducted under the subject contract.

3.1.2.2 The Contractor shall perform analysis associated with the nonconformance to demonstrate the dispositions meet the F/A-18 E/F Flight Control Surface service life defined in Table 2 of Reference (1).

3.1.2.3 The Contractor shall perform the engineering analysis and dispositions required for execution of the Teardown and Evaluation and Repair Scope of this contract utilizing the engineering authority herein granted to the Contractor under this contract for the unilateral approval, release and implementation of such dispositions when utilizing pre-released/pre-approved (by USG) documents, i.e.- Local Engineering Specification (LES), Interactive Electronic Technical Manuals (IETMS), Standard Repair Manual (SRM), Local Standard Repair Procedures (LSRPs), Cecil Field-Local Engineering Specifications (CF-LESs), Temporary Authorized Disposition (TADs), Standard Repair Procedures (SRPs) and Process Specs OEM publications (LSRPs, CF-LESs, TADs, SRPs and Process Specs), NAVAIR and OEM precedence dispositions and analysis. Any new repair disposition or analysis required for the execution of a repair shall have an analysis summary uploaded to an accessible location which is subject to government surveillance but which the Contractor retains engineering.

In addition to the Material Review (MR) authority herein granted to the Contractor as provided in the preceding paragraph, the contractor is further provided the engineering authority as granted by the F/A-18 E/F & EA-18G Naval Air Systems Command Designated Engineering Representative (NAVDER) Program, Reference (2) which is also authorized under this contract for engineering analysis, dispositions and implementation of such as required for Contractor execution of the Teardown & Evaluation and Repair work scope of this contract. The Contractor and subcontractor employees that are authorized as NAVDER agents will be appointed by NAVAIR Air Vehicle Engineering Structures Division Head, Technical Warrant Holder (TWH), or the delegated Deputy TWH, to operate in the capacity of a Company NAVDER, in accordance with the terms of the approved NAVDER Program manual, Revision D dated 16OCT2023 and as specified in the individual(s) appointment letter from NAVAIR.

The Contractor may utilize NAVDER in performance of this contract, as applicable, and such NAVDER services rendered by the Contractor shall be governed by the terms and conditions of this contract. In the event a Contractor NAVDER is temporarily unavailable, NAVAIR AVE or North Island Fleet Support Team (FST) Engineering can perform necessary approvals upon request by the Contractor NAVDER. The appropriate NAVAIR AVE or FST Subject Matter Expert (SME) will have fifteen (15) manufacturing days to review the submitted disposition package. If subsequent NAVAIR AVE or FST SME reviews of a disposition package or supporting strength documentation are required, the appropriate NAVAIR AVE or FST SME will have ten (10) manufacturing days to review the updated submittal.

The NAVAIR AVE TWH or the delegated Deputy TWH will retain cognizance over all Contractor NAVDER technical decisions.

3.1.2.3.1 The NAVDER engineering authority delegated to the Contractor is limited to MINOR Dispositions.

3.1.2.3.2 MAJOR dispositions require appropriate NAVAIR AVE or FST SME review and concurrence.

3.1.2.4 For each MAJOR disposition, the Contractor shall provide the dispositions and supporting strength documentation IAW the NAVDER Program Manual, Revision D dated 16OCT2023.

3.1.2.5 The definitions of disposition classifications are as follows:

3.1.2.5.1 MAJOR REPAIR DISPOSITION: a disposition which results in the following:

- Repairs that impact defined critical characteristics.
- Repairs that significantly alter the primary structural load path, an internal load redistribution or significant local stiffness.
- A strength (envelope restriction) or service life limit (contact NAVAIR-FST POCs if there are questions of T/M/S service life limits).
- An alteration or modification of an SLAP/SLEP/SLM hotspot, inspection or life limited location.
- A violation of agreed structural design criteria as documented in SWP4330-001, "Strength Analysis and Documentation for Repairs and Modifications", F/A-18 E/F SLM Repair Design Guidelines, Fatigue Analysis Procedure Manual (FAPM) or other Boeing/NGC structural design documents.
- Repairs that impact Component Interchangeability or Maintainability Requirements.
- Repairs that exceed SRM/IETM repair weight allowable.
- Repairs that do not meet aerodynamic or Radar Cross Section/Low Observable (RCS/LO) performance requirements.
- Any modification that adversely affects an as-tested fatigue enhancement.
- Repairs that add new parts that alter the configuration of the structure for the affected aircraft. Including, but not limited to; splice fittings, straps, bathtub fittings, replacement with a different material, repair angles, etc. Doublers, straps, and angles, which share load due to loss of material and do not splice the entire load path of the feature, would be considered minor repairs.
- Repairs that change Aerodynamics, Flying Qualities, or flutter.
- Subsystem modifications that deviate from IETMs or Standard Repair procedures.

3.1.2.5.2 MINOR DISPOSITION: All dispositions other than MAJOR. Repetitive MAJOR dispositions can be reclassified as MINOR with Government concurrence.

3.1.2.6 Final dispositions of the following nonconformance type repairs will be routed for DCMA approval prior to repair work being performed:

- Repairs concerning CSI items as defined above (QA)
- Repairs that include (MGI) Mandatory Government Inspection Points (QA)
- Repairs requiring O&A funding (QA)
- Repairs that are Use As Is (UAI) that are accepted with no work performed (QA)
- Major repair dispositions as defined above (QA/ENG)
- Minor repair dispositions that have not been reviewed by a NAVDER (QA/ENG)

3.1.2.7 Final dispositions of the following nonconformance type repairs that are not required to be routed to DCMA QA or ENG for repair approval:

- Standard approved repairs/pre-approved engineering that are addressed in approved documentation, including but not limited to, SRPs, LSRPs, SRMs, FST LESSs, CF-LES, IETMs, P.S. and any other associated approved documentation. Boeing documents include SRP, LSRP, P.S., CF LESSs and Navy documents include SRM, FST LESSs, IETMs (approved & Boeing released). Boeing SRPs and P.S. are approved for use as pre-approved engineering by NAWCAD Letter 13460 AB2200/21.081, dated 04 August 2021 and will require re-approval if revised.
- Dispositions using a Record of Salvage Action (ROSA) that was previously used on an accepted repair (Precedence ROSA), when used for conditions that are the same, or less severe, and for applicable configuration & effectivities. Precedence ROSAs can be used for Major, as well as Minor, repairs

- For historical record, Record Of Salvage Action (ROSA) shall be referenced (when applicable) in the disposition per BCFD-0206 requirements.
- Copies of Precedence ROSAs will be made available with a goal of two business days or less to DCMA Eng when requested with understanding that precedence ROSAs are pre-approved engineering when previously approved on an asset by DCMA.

NOTE: Approved Standard Repairs/pre-approved engineering and Precedence ROSAs will be re-assessed for applicability if there is a change in criteria (for example life extension via SLAP) which occur via contract changes.

- Temporary repair dispositions for both non-CSI and CSI components regardless of repair method used.
- All other parts and paperwork that fall outside the above criteria will be reviewed by DCMA QA on an audit / surveillance basis.

3.1.2.8 Dispositions on all non-conformances requiring DCMA review will be routed to DCMA by Contactor. Contractor will route Non Conformance Records (NCRs) to ENG or QA accordingly. DCMA-QA will route dispositions to DCMA-ENG for further investigation as appropriate. Dispositions returned or rejected by DCMA shall use the appropriate re-assign reason code (if available) in the GOLD-ESP system and include a description for return/reject. All rejected NCRs by DCMA Engineering/ DCMA QA will be routed back to the respective DCMA originator with all issues being addressed before final approval.

3.1.2.9 Contractor will identify the part criticality in their discrepancy write-up, as defined in the NAVAIR Joint Deficiency Reporting System (JDRS) Critical Item Management (CIM) database.

3.1.3 Documentation: All engineering analysis and documentation prepared under this SOW by the Contractor will remain proprietary to and the property of the Contractor and will not require submission to the USG other than for those conditions identified above (i.e. MAJOR Dispositions, CSI exceptions, NAVDER surveillance) where such analysis submission to NAVAIR for its review and approval. In all cases, all engineering analysis, disposition and like data prepared by the Contractor will be considered non-deliverable under this contract in the performance of this statement of work, but will remain subject to DCMA surveillance IAW ISO 9001 guidelines AND in accordance with the terms of the approved NAVDER Program Manual, Revision D dated 16OCT2023 and as specified in the individual(s) appointment letter from NAVAIR.

3.1.4 Waivers: Requests for Waivers shall be prepared in accordance with MIL-STD-973, section 5.4.4. Major or critical waivers shall be submitted to the PCO for approval. Minor waivers shall be submitted to the DCMA for approval. Any repairs with an unapproved major/critical or minor waiver are done at the Contractor's own risk. If the Government disapproves the major/critical or minor waiver, the Contractor shall replace or correct any affected items. The Contractor is not entitled to any equitable adjustment to the contract price or terms based on the Government's disapproval of a major/critical or minor waiver.

4.0 Quality Assurance Provisions: Quality System Requirements: During performance of this contract, the contractor shall maintain a quality system that meets, at a minimum, the requirements of ISO 9001 and SAE AS9100. The Government has the right of review and approval of the Contractor's Quality System.

4.1 Government Source Inspection: Government inspection of the repaired asset (or BPR/BER asset) shall be in accordance with FAR 52.246-2, Inspection of Supplies - Fixed-Price, at source by the DCMA-QAR unless otherwise specified in the SOW or PO. The DCMA QAR or their delegate shall conduct final DD250 and review of completed

planning/work orders. This inspection shall assure that the items repaired conform to the performance required to provide Ready For-Issue material. The DCMA-QAR, or their delegate, retains the authority to require the contractor to conduct or re-conduct any tests deemed necessary to ensure compliance with the requirements of this contract. Source Inspection requirements shall be defined in the Purchase Order to The Contractor.

4.2 Nonconforming Material: Material Review Authority (MRA) shall be administered in accordance with established policies and procedures for repair parts and piece parts that are intended to be utilized for the repair of the inducted asset. (Nonconforming Material in the context of this SOW does NOT relate to the inducted "F" condition retrograde which may reflect nonconforming conditions and nonconforming material that result in a non-RFI asset and which serves as the repair work scope for this contract.)

4.3 First Article Inspection: The Contractor shall develop a First Article plan to validate the component repair process. This plan shall include provisions to evaluate the impact of major process changes on the repair process.

5.0 Calibration: The contractor shall maintain a calibration system that meets the requirements of ANSI/NCSL Z540, or ISO-10012-1.

6.0 Preservation, Packaging and Shipping:

6.1. Preservation and Packaging: Preservation and packaging that shall afford adequate protection against corrosion, deterioration and damage shall be utilized. This includes parts in production, storage and shipment. Shipping crates shall be retained and used for the shipment of H-Stabs. The repair of minor crate damage shall be considered within the scope of this SOW. If a crate is too heavily damaged for reuse, Contractor will provide a replacement shipping container.

6.2 Shipping: The shipping instructions shall be defined in the NAVSUP Repair Order.

ATTACHMENT – B

AYB-1443 (Initial Release) Node Bond Failure Inspection

STATEMENT OF WORK (FY24)

Statement of Work for Repair/Modification of F/A-18E/F and EA-18G Outboard Leading Edge Flaps

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- 1.0 Scope**
- 2.0 Part and Material**
- 3.0 Configuration Management**
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- 6.0 Preservation, Packaging and Shipping**

Note: the term “modification” shall be interchangeable with “upgrade” when used in this contract.

1.0 Scope: This Statement of Work (SOW) defines the requirements for the induction, teardown/evaluation, First Article Inspection (FAI), repair scope determination and actual repair and/or process for non-repaired F/A-18E/F and EA-18G Outboard Leading Edge Flaps (OLEFs). This SOW also includes the requirements for upgrading (modifying) OLEFs per applicable Accessory Changes (AYCs), as required. A repair without upgrade (modification) but which incorporates all other Technical Directives (i.e. AYBs as applicable) per paragraph 1.4.1. and otherwise meets the requirements of paragraph 1.4.1. is a “Standard Repair” under this RFP/contract. This does not cover U.S Navy Flight Demonstration Squadron (Blue Angels) requirements. If a Blue Angels component is received under this vehicle, immediately contact the PCO for further disposition.

1.1 General: The U.S. Government retrograde classified as “F” Condition to be furnished hereunder shall be inducted, inspected, and repaired where technically feasible and within contract scope in accordance with the terms and conditions specified in this contract. Government Furnished Property, including equipment such as fixtures, jigs, dies, patterns, mylars, special tooling, special test equipment, or any other manufacturing aid required for the repair, manufacture and/or testing of the subject item(s) will not be provided by the Government and shall be the responsibility of the Contractor unless specifically identified to be provided as Government Furnished Equipment/Tooling/Special Test Equipment/Material under this contract. The foregoing applies notwithstanding any reference to such equipment or to the furnishing thereof that may be contained in any drawing, manual or specification for the contract items. The SOW shall take precedence over the Technical Data Package (TDP) in cases of conflict. In the event of a conflict between any technical data requirements, the Local Engineering Specification (LES) supersedes all other technical data, unless otherwise indicated. If clarification is required, the contractor request support by submitting a Request for Technical Information (RFTI) to the North Island Engineering Fleet Support Team (FST) for clarification. The contractor is required to submit Request for Technical Information (RFTI) where LES indicate “Contact Engineering”.

1.2 SRC Cards: Upon completion of repair or repair/modification, the Contractor shall fill out a Scheduled Removal Component (SRC) card and enter repair/modification/inspection data into NALCOMIS OOMA Auto Log Set. The contractor will send a copy of the SRC card of the overhauled / Ready For Issue (RFI) assembly to the repository address (CMIS.gm.fct@navy.mil).when sold back to the Navy. Contractor must maintain traceability of components throughout the overhaul / refurbishment process.

1.2.1 SRC Requirements: SRC cards shall be supplied with the units. The Contractor shall examine the SRC card to determine the flight hours for the unit. If flight hours are not available, or if the SRC card has been lost, see paragraph 1.2.1.1. If the Component Flight Hours (CFH) exceed 5900 CFH the contractor shall not induct the unit for

repair and shall contact the Procurement Contracting Officer (PCO) for further information.

1.2.1.1 Flight Hour Updates and SRC Card Reconstruction: The Contractor shall notify the PCO, and the NAVAIR POC, within one working day if the SRC card is lost or if the card does not contain the required flight hour data. If the SRC card is lost, the Contractor shall request the Navy to reconstruct a new SRC card for the component. When directed by the Navy, the Contractor may reconstruct SRC cards. These will be prepared in accordance with the instructions given in the NAVAIR manuals, standard Navy practice and in accordance with any special Navy instructions. If the SRC card lacks proper flight hour or FLE data, the Contractor shall request the Navy to provide this data so it can be entered onto the existing SRC card. The point of Contract for SRC reconstruction, flight hour and FLE data is NAVAIR Kenneth Wilson Ph# (619) 545-3763 email: kenneth.wilson2@navy.mil.

1.3 Teardown & Inspection Requirements: Contractor shall perform the following Teardown and Evaluation tasks, to the extent necessary and applicable, to determine technical and/or contractual reparability and the associated related work scope of each inducted asset. Contractor shall define sequencing of the applicable tasks with the discretion that not all tasks are applicable once reparability/scope can be determined.

A) Inspect to identify whether there are any outstanding Technical Directives (AFB's, AYC's, AYB's, etc.) that have not been incorporated. See Attachment B for contractually recognized baseline.

B) Visually inspect UPR, LWR, and LE skins and fastener holes for damage/wear. If received with unit, remove the seals from the spar sill. Remove sealant from the sill and surface area. Make note of any drain holes that were found to be plugged in the incoming condition

C) Remove coatings (as required) using Government/OEM approved methods. Cover drain holes. Hand sanding shall be utilized on those areas where any skin damage is visually noted.

D) Perform visual inspection for any previous repairs to include SRC card review with the objective of identifying suspect conditions. Any visual indications of previous repairs will be assessed using additional data obtained from the NDI performed on this unit. Any previous repairs identified through this visual and NDI assessment where such are believed to be suspect, substandard, or degraded based on Contractor T&E assessment will be removed or investigated in more detail. The Contractor will assess if additional Over and Above engineering analysis/repair effort would be required to consider the unit as RFI prior to delivery if not included in planned repairs for such unit associated with incoming discrepancies.

E) Perform 100% Ultrasonic inspection (Pulse-Echo) of accessible areas, documenting incoming discrepancies such as, but not limited to, delamination, and disbonds where such may exist. Bump skin and Leading Edge are not removed unless T&E requires removal for corrosion, damage or R&R, at which time NDI inspection will be performed once parts have been removed. Contractor will determine and advise the PCO if additional Over and Above engineering analysis/repair effort would be required where any identified discrepancies are outside of normal Fleet operating conditions. Contractor shall utilize Government/OEM approved ultrasonic NDI equipment/methods.

F) Perform X-Ray inspection where applicable to address Engineering dispositions, and locate FOD as required. Contractor shall utilize Government/OEM approved X-Ray NDI equipment/methods.

G) Visually inspect spar sill surface and fastener holes for defects including but not limited to, gouges, corrosion, cracks. Dimensionally check holes to applicable engineering

H) Visually inspect in and around transmission lugs and Outboard idler lug surfaces and bores for defects including but not limited to, gouges, corrosion, and cracks, migrated or damaged bushings. If damage is noted near lug bore,

bushing removal may be necessary to facilitate an inspection of lug bore for defects per Contractor engineering direction.

I) Visually inspect inboard and outboard rib for damage/wear.

J) For all fracture critical structures, any hole that exhibits significant elongation, scoring, corrosion or any additional damage shall be eddy-current inspected per Government/OEM approved NDI techniques and submitted to local engineering for further evaluation. For all other surfaces, holes that exhibit significant elongation, scoring, corrosion or any additional damage shall be visually inspected and evaluated as necessary per Contractor Engineering processes.

K) For any C/Ep holes that exhibited visual damage, perform A-Scan inspection of area surrounding holes Government/OEM approved NDI techniques.

L) NDI shall be performed per local engineering direction on any visually located crack in order to determine the extent of the defect.

1.4 Repair & Upgrade Requirements: Contractor repair efforts under this contract will yield F/A-18E/F and EA-18G OLEFs that are in a RFI condition. RFI is defined as that condition allowing the items to perform properly and reliably in an operational environment in a manner they were intended to operate. "Repair" means render RFI (and incorporate Technical Directives). "Upgrade" (modify) means render RFI, and incorporate Technical Directives per paragraph 1.4.1.3 and Attachment B.

1.4.1 The Contractor Repair and Technical Directive Incorporation Requirements: The Contractor shall provide the necessary facility, labor, materials, parts, test capability, tooling and equipment required to perform all repairs, modifications and Technical Directive incorporation. OLEFs shall be delivered in a RFI condition. The Contractor must perform all repairs and Technical Directive incorporations at the facility or at a subcontractor approved by the OEM or government. Requests for approval of changes to a repair source or repair facility shall be submitted in writing to the PCO prior to making any such change. Any repairs performed using an unapproved repair source or facility are not authorized.

1.4.1.1 Replacement of Damaged Structure: Contractor shall utilize released FST Engineering, OEM approved, and Government approved Contractor repair procedures and processes to complete the standard repair of F/A-18 E/F OLEF where within contract scope and not otherwise deemed Beyond Physical or Beyond Economic Repair. USN F/A-18E/F and EA-18G Interactive Electronic Technical Manual (IETM), USN Local Engineering Specifications (LES) are also recognized as approved engineering for Contractor utilization. A Standard Repair shall be limited to repair of damage induced as a result of normal Navy operations and maintenance of an OLEF. Typical standard repairs may include repair of composite damages on the upper and lower mold line skins, lug corrosion removal and reaming, lug bushing repairs, gang channel replacement.

A repair will be considered to be an Over and Above Repair (OAR), i.e., not within the pricing of this contract and thus requiring submission of a price proposal when significant incoming damage is present. As an example, damage that resulted from an abnormal event, induced by human factors, or where the required repairs are a result of repair attempts that have been previously initiated and abandoned pre-induction, or where those repair attempts further complicate the required repair. Repair of OAR items shall be accomplished IAW an individual proposal and

order placed under an OAR ordering Contract Line Item Number (CLIN) of this contract (or via modification of a delivery order). The Contractor will not proceed with OAR effort until a pricing proposal (including a proposed delivery schedule) is accepted by the NAVSUP PCO and an order for such work is placed or a delivery order is modified.

***Repair Tier information will be located as an Attachment to the Delivery Order for this SOW effort entitled "Repair Tier Matrix".**

1.4.1.2 Prime and Paint Requirements: The Contractor shall remove exterior primer and paint via approved engineering methods. OLEFs shall be primed and painted in accordance with latest spares configuration.

1.4.1.3 Incorporation of Technical Directives: The Contractor shall inspect to identify whether there are any outstanding Technical Directives (AFC's, AFB's, AYC's, AYB's, etc., latest revision and/or amendment) that have not been incorporated. If a TD has not been previously incorporated that is applicable to the inducted asset and is also identified within the contract TD baseline (see Attachment B), then the Contractor shall proceed to incorporate requesting the applicable AYC kits from the USG through the CKA ordering process. The SRC card shall be updated to reflect the incorporation of the Technical Directives. The Contractor shall also verify whether or not there are additional TD's that need to be complied with that are not currently identified on the contract TD baseline. If there have been any additional TD's released that are not in the contract TD baseline, then the Contractor shall notify the PCO and request direction as to whether incorporation is desired or if the Contractor should note the TD as "NINC" on the SRC card. If incorporation is desired, then the Contractor shall submit a proposal pursuant to the OAR ordering CLIN of this contract, provide a cost, and schedule impact for the immediately affected unit and the remaining Flight Control Surfaces to be inducted under the contract. The Contractor shall not proceed with incorporation of this TD on any assets until a contract modification has been issued. Where incorporation on immediately affected units is not possible within the repair process given the cycle time for OAR contracting, Contractor shall provide a prospective implementation date for remaining inductions under the contract and proceed with a NINC note on the SRC card for units that will be repaired prior to that implementation date

1.5 Beyond Repair OLEFs: An OLEF may be Beyond Physical Repair (BPR) or Beyond Economical Repair (BER). An OLEF shall be considered BPR or BER if the conditions of paragraph 1.5.1 or 1.5.2, respectively, are met. For BPR determinations, the Contractor shall provide the basis of the determination to the PCO with the contract modification request for DD250 processing and approval of the BPR/BER disposition. For BER determinations, the anticipated repair effort a potential cost/risk impact shall also be provided to the Government. After Government receipt of the required BPR/BER documentation, the Contractor shall have the component placed on work stop and await Government disposition instructions. The Contractor is not authorized to proceed until contract modifications or other disposition direction is provided by the PCO. The Contractor shall perform any disposal ordered by the Government in accordance with all applicable government disposal procedures and requirements.

1.5.1 Beyond Physical Repair (BPR): A component shall be considered BPR if, as an example, significant interior corrosion or large skin disbonds are discovered. Other conditions may warrant at BPR determination dependent on Contractor Engineering dispositions.

1.5.2 Beyond Economical Repair (BER): The Contractor shall submit BER documentation to the Government when technical or OAR cost risk are such that the unit may not be economically viable for repair given the remaining available flight hours or potential for emergent BPR risk. The PCO shall review and provide a determination to a) consider the unit as BER and provide a contract modification to DD250 the unit as a BER unit based on the Repair Tier Matrix located in the delivery order and / or if the cost to repair the unit exceeds 80% of the replacement price as stated on the Exhibit A (list of items) of the BOA Contract on which this Delivery Order is issued under; b.) continue proceeding with repair if no OAR conditions are present recognizing the potential for emergent BPR risk, or c) or request a proposal for the OAR repair tasks if present. Contractor shall place unit on hold pending outcome of the PCO response to the initial BER documentation submittal.

1.6 Missing on Induction (MOI): Subsequent to the receiving inspection of the incoming retrograde (prior to induction) to check for shipment damage, peripheral hardware where applicable (i.e. Stab Arms) and the required SRC cards, Contractor shall conduct a complete induction inspection after induction to verify that all required parts that are considered GFM with the asset are present and accounted for with the DCMA-QAR verifying such. Where such GFM is missing, an MOI inventory will be created and provided to the PCO for review and concurrence. Contractor will include an assessment if previously harvested GFM from prior BPR units can be utilized to fulfill the MOI items. Contractor shall continue with teardown and evaluation of the asset while PCO determines if unfulfilled MOI parts are to be furnished by the U.S. Government or if the Contractor shall secure such parts and submit an OAR price impact for the additional provision of such parts.

1.7 Repair and Consumption Data: The Contractor shall be responsible for retaining a history of the repair actions associated with a repaired OLEF. This includes data related to the specific repair actions required and the parts removed and/or replaced to complete the repair activity.

The Contractor will make available to the PCO copies of engineering dispositions and substantiating strength documentation related to Major Deviations or PQDR's as requested, associated with a repaired OLEF.

2.0 Parts and Material: All parts and material used in performance of this contract shall be in accordance with the latest approved revision of applicable drawings and specifications and shall be new in accordance with FAR 52.211-5, Material Requirements, which is incorporated by reference herein. Authorization to use other than new material, as defined by FAR 52.211-5, requires written approval from the PCO except for serviceable fasteners. In addition, cannibalization must be approved in advance by the PCO. Cannibalization of units that have not been inducted is not authorized and requires specific approval by the PCO.

2.1 Parts and Material Requirements: As noted above, the Contractor shall utilize up to date drawings and specifications for parts and material required for repairs performed under this contract.

2.2 Purchased Material Control and Parts Control: The Contractor shall establish and maintain a system of control over purchased parts and material. Such controls shall, at a minimum, assure that the parts and material purchased are in compliance with the requirements of this contract. Purchased parts and material conformance shall be assured by utilizing the methods defined in paragraphs 2.2.1 through 2.2.3 (individually or in combination). An approved property management system per FAR 45.5 shall be utilized to control Government Owned Property.

2.2.1 Critical Parts: An item is designated a Critical Safety Item (CSI) if failure of this item may lead to catastrophic or critical consequences for personnel or equipment. An item is designated a Critical Application Item (CAI) if failure of this item can impact system performance or mission capability, significantly reduce fleet readiness, significantly increase maintenance actions, or cause severe environmental damage. Prior to fabricating or procuring a part, criticality of that part must be defined. The official repository for this information, along with any approved sources of supply, is in the Joint Deficiency Reporting System (JDRS). CSI/CAI parts may only be procured from approved sources of supply. If the criticality of the part is not listed in JDRS, the Contractor shall contact the F/A-18E/F and EA-18G FST in order to obtain this information.

2.2.2 Receiving Inspection: The parts or material procured by the Contractor or by the Contractor's subcontractors shall be inspected upon receipt to assure conformance with all requirements of the applicable drawings and specifications. Records of such inspection shall be maintained for Government review for at least twenty-four (24) months following the conclusion of the contract.

2.2.3 Approval of a Purchased Part and Material System: The Contractor shall maintain a system for assuring conformance of procured parts and materials to contract requirements. This system shall be subject to Government approval and review. The Contractor is primarily responsible for approval and monitoring of their subcontractors systems used to procure parts and materials.

3.0 Configuration Management: The Contractor shall maintain a Configuration Management Plan in accordance with MIL-STD- 973. While MIL-STD-973 is not currently in effect, the Contractor and the Government agree that the provisions of this MIL-STD are applicable to this contract.

3.1.2 Engineering Requirements and Disposition: Reference (1) F/A-18EF and EA-18G SERVICE LIFE BULLETIN (SLB) NR 013 AM2 (2) US NAVY F/A-18 E/F and EA-18G STRUCTURAL NAVAIR DESIGNATED ENGINEERING REPRESENTATIVE (NAVDER) PROGRAM MANUAL, REV. D, 16OCT2023.

3.1.2.1 The Contractor shall prepare engineering dispositions and supporting stress / fatigue analysis, as required, to address in coming “F” Condition retrograde and return such to a Ready for Issue “A” Condition status. “A” Condition is defined as no more than a serviceable condition for the remaining flight hours established for each peculiar flight control surface per the engineering disposition for each “F” Condition retrograde asset inducted under the subject contract.

3.1.2.2 The Contractor shall perform analysis associated with the nonconformance to demonstrate the dispositions meet the F/A-18 E/F Flight Control Surface service life define in Table 2 of Reference (1).

3.1.2.3 The Contractor shall perform the engineering analysis and dispositions required for execution of the Teardown and Evaluation and Repair Scope of this contract utilizing the engineering authority herein granted to the Contractor under this contract for the unilateral approval, release and implementation of such dispositions when utilizing pre-released/pre-approved (by USG) documents, i.e. Local Engineering Specification (LES), Interactive Electronic Technical Manuals (IETMS), Standard Repair Manual (SRM), Local Standard Repair Procedures (LSRPs), Cecil Field-Local Engineering Specifications (CF-LESSs), Temporary Authorized Disposition (TADs), Standard Repair Procedures (SRPs) and Process Specs OEM publications (LSRPs, CF-LESSs, TADs, SRPs and Process Specs), NAVAIR and OEM precedence dispositions and analysis. Any new repair dispositions or analysis required for the execution of a repair shall have an analysis summary uploaded to an accessible location which is subject to government surveillance but which the Contractor retains engineering.

In addition to the Material Review (MR) authority herein granted to the Contractor as provided in the preceding paragraph, the contractor is further provided the engineering authority as granted by the F/A-18 E/F & EA-18G Naval Air Systems Command Designated Engineering Representative (NAVDER) Program, Reference (2) which is also authorized under this contract for engineering analysis, dispositions and implementation of such as required for Contractor execution of the Teardown & Evaluation and Repair work scope of this contract. The Contractor and subcontractor employees that are authorized as NAVDER agents will be appointed by NAVAIR Air Vehicle Engineering Structures Division Head, Technical Warrant Holder (TWH), or the delegated Deputy TWH, to operate in the capacity of a Company NAVDER, in accordance with the terms of the approved NAVDER Program manual, Revision D dated 16OCT2023 and as specified in the individual(s) appointment letter from NAVAIR.

The Contractor may utilize NAVDER in performance of this contract, as applicable, and such NAVDER services rendered by the Contractor shall be governed by the terms and conditions of this contract. In the event a Contractor NAVDER is temporarily unavailable, NAVAIR AVE or North Island Fleet Support Team (FST) Engineering can perform necessary approvals upon request by the Contractor NAVDER. The appropriate NAVAIR AVE or FST Subject Matter Expert (SME) will have fifteen (15) manufacturing days to review the submitted disposition package. If subsequent NAVAIR AVE or FST SME reviews of a disposition package or supporting strength documentation are required, the appropriate NAVAIR AVE or FST SME will have ten (10) manufacturing days to review the updated submittal.

The NAVAIR AVE TWH or the delegated Deputy TWH will retain cognizance over all Contractor NAVDER technical decisions.

3.1.2.3.1 The NAVDER engineering authority delegated to the Contractor is limited to MINOR Dispositions.

3.1.2.3.2 MAJOR dispositions require appropriate NAVAIR AVE or FST SME review and concurrence.

3.1.2.4 For each MAJOR disposition, the Contractor shall provide the dispositions and supporting strength documentation IAW the NAVDER Program Manual, Revision D dated 16OCT2023.

3.1.2.5 The definitions of disposition classifications are as follows:

3.1.2.5.1 MAJOR REPAIR DISPOSITION: a disposition which results in the following:

- Repairs that impact defined critical characteristics.
- Repairs that significantly alter the primary structural load path, an internal load redistribution or significant local stiffness.
- A strength (envelope restriction) or service life limit (contact NAVAIR-FST POCs if there are questions of T/M/S service life limits).
- An alteration or modification of an SLAP/SLEP/SLM hotspot, inspection or life limited location.
- A violation of agreed structural design criteria as documented in SWP4330-001, "Strength Analysis and Documentation for Repairs and Modifications", F/A-18 E/F SLM Repair Design Guidelines, Fatigue Analysis Procedure Manual (FAPM) or other Boeing/NGC structural design documents.
- Repairs that impact Component Interchangeability or Maintainability Requirements.
- Repairs that exceed SRM/IETM repair weight allowable.
- Repairs that do not meet aerodynamic or Radar Cross Section/Low Observable (RCS/LO) performance requirements.
- Any modification that adversely affects an as-tested fatigue enhancement.
- Repairs that add new parts that alter the configuration of the structure for the affected aircraft. Including, but not limited to; splice fittings, straps, bathtub fittings, replacement with a different material, repair angles, etc. Doublers, straps, and angles, which share load due to loss of material and do not splice the entire load path of the feature, would be considered minor repairs.
- Repairs that change Aerodynamics, Flying Qualities, or flutter.
- Subsystem modifications that deviate from IETMs or Standard Repair procedures.

3.1.2.5.2 MINOR DISPOSITION: All dispositions other than MAJOR. Repetitive MAJOR dispositions can be reclassified as MINOR with Government concurrence.

3.1.2.6 Final dispositions of the following nonconformance type repairs will be routed for DCMA approval prior to repair work being performed:

- Repairs concerning CSI items as defined above (QA)
- Repairs that include (MGI) Mandatory Government Inspection Points (QA)
- Repairs requiring O&A funding (QA)
- Repairs that are Use As Is (UAI) that are accepted with no work performed (QA)
- Major repair dispositions as defined above (QA/ENG)
- Minor repair dispositions that have not been reviewed by a NAVDER (QA/ENG)

3.1.2.7 Final dispositions of the following nonconformance type repairs that are not required to be routed to DCMA QA or ENG for repair approval:

- Standard approved repairs/pre-approved engineering that are addressed in approved documentation, including but not limited to, SRP's, LSRP's, SRM's, FST LES's, CF-LES's, IETM's, P.S. and any other associated approved documentation. Boeing documents include SRP, LSRP, P.S., CF LES and Navy documents include SRM, FST LES, IETMs (approved & Boeing released). Boeing SRPs and P.S. are approved for use as pre-approved engineering by NAWCAD Letter 13460 AB2200/21.081, dated 04 August 2021 and will require re-approval if revised.
- Dispositions using a Record of Salvage Action (ROSA) that was previously used on an accepted repair (Precedence ROSA), when used for conditions that are the same, or less severe, and for applicable configuration & effectivities. Precedence ROSAs can be used for Major, as well as Minor, repairs
 - For historical record, Record Of Salvage Action (ROSA) shall be referenced (when applicable) in the disposition per BCFD-0206 requirements.
 - Copies of Precedence ROSAs will be made available with a goal of two business days or less to DCMA Eng when requested with understanding that precedence ROSA's are pre-approved engineering when previously approved on an asset by DCMA.

NOTE: Approved Standard Repairs/pre-approved engineering and Precedence ROSAs will be re-assessed for applicability if there is a change in criteria (for example life extension via SLAP) which occur via contract changes.

- Temporary repair dispositions for both non-CSI and CSI components regardless of repair method used.
- All other parts and paperwork that fall outside the above criteria will be reviewed by DCMA QA on an audit / surveillance basis.

3.1.2.8 Dispositions on all non-conformances requiring DCMA review will be routed to DCMA by Contactor. Contractor will route Non Conformance Records (NCRs) to ENG or QA accordingly. DCMA-QA will route dispositions to DCMA-ENG for further investigation as appropriate. Dispositions returned or rejected by DCMA shall use the appropriate re-assign reason code (if available) in the GOLD-ESP system and include a description for return/reject. All rejected NCRs by DCMA Engineering/ DCMA QA will be routed back to the respective DCMA originator with all issues being addressed before final approval.

3.1.2.9 Contractor will identify the part criticality in their discrepancy write-up, as defined in the NAVAIR Joint Deficiency Reporting System (JDRS) Critical Item Management (CIM) database.

3.1.3 Documentation: All engineering analysis and documentation prepared under this SOW by the Contractor will remain proprietary to and the property of the Contractor and will not require submission to the USG other than for those conditions identified above (i.e. MAJOR Dispositions, CSI exceptions, NAVDER surveillance) where such analysis submission to NAVAIR for its review and approval. In all cases, all engineering analysis, disposition and like data prepared by the Contractor will be considered non-deliverable under this contract in the performance of this statement of work, but will remain subject to DCMA surveillance IAW ISO 9001 guidelines AND in accordance with the terms of the approved NAVDER Program Manual, Revision D dated 16OCT2023 and as specified in the individual(s) appointment letter from NAVAIR.

3.1.4 Waivers: Requests for Waivers shall be prepared in accordance with MIL-STD-973, section 5.4.4. Major or critical waivers shall be submitted to the PCO for approval. Minor waivers shall be submitted to the DCMA for approval. Any repairs with an unapproved major/critical or minor waiver are done at the Contractor's own risk. If the Government disapproves the major/critical or minor waiver, the Contractor shall replace or correct any affected

items. The Contractor is not entitled to any equitable adjustment to the contract price or terms based on the Government's disapproval of a major/critical or minor waiver.

4.0 Quality Assurance Provisions:

4.1 Quality System Requirements: During performance of this contract the contractor shall maintain a quality system that meets, at a minimum, the requirements of ISO 9001 and SAE AS9100. The Government has the right of review and approval of the Contractor's Quality System.

4.2 Government Source Inspection: Government inspection of the repaired asset (or BPR/BER asset) shall be in accordance with FAR 52.246-2, Inspection of Supplies - Fixed-Price, at source by the DCMA-QAR unless otherwise specified in the SOW or PO. Final DD250 and review of completed planning/work orders shall be conducted by the DCMA QAR or their delegate. This inspection shall assure that the items repaired conform to the performance required to provide Ready For-Issue material. The DCMA-QAR, or their delegate, retains the authority to require the contractor to conduct or re-conduct any tests deemed necessary to ensure compliance with the requirements of this contract. Source Inspection requirements shall be defined in the Purchase Order to The Contractor.

4.3 Nonconforming Material: Material Review Authority (MRA) shall be administered in accordance with established policies and procedures for repair parts and piece parts that are intended to be utilized for the repair of the inducted asset. (Nonconforming Material in the context of this SOW does NOT relate to the inducted "F" condition retrograde which may reflect nonconforming conditions and nonconforming material that result in a non-RFI asset and which serves as the repair work scope for this contract.)

4.4 First Article Inspection: The Contractor shall develop a First Article plan to validate the component repair process. This plan shall include provisions to evaluate the impact of major process changes on the repair process.

5.0 Calibration: The contractor shall maintain a calibration system that meets the requirements of ANSI/NCSL Z540, or ISO-10012-1.

6.0 Preservation, Packaging and Shipping:

6.1. Preservation and Packaging: Preservation and packaging that shall afford adequate protection against corrosion, deterioration and damage shall be utilized. This includes parts in production, storage and shipment. Shipping crates shall be retained and used for the shipment of OLEFs. The repair of minor crate damage shall be considered within the scope of this SOW. If a crate is too heavily damaged for reuse, Contractor will provide a replacement shipping container.

6.2 Shipping: The shipping instructions shall be defined in the NAVSUP Repair Order.

ATTACHMENT B

STATEMENT OF WORK (FY24)

Statement of Work for Repair/Modification of F/A-18E/F and EA-18G Inboard Leading Edge Flaps

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Note: the term “modification” shall be interchangeable with “upgrade” when used in this contract.

1.0 SCOPE: This Statement of Work (SOW) defines the requirements for the induction, teardown/evaluation, First Article Inspection (FAI), repair scope determination and actual repair and/or process for non-repaired F/A-18E/F and EA-18G Inboard Leading Edge Flaps (ILEFs). This SOW also includes the requirements for upgrading (modifying) ILEF per applicable Accessory Changes (AYCs), as required. A repair without upgrade (modification) but which incorporates all other Technical Directives (i.e. AYBs as applicable) per paragraph 1.4.1. and otherwise meets the requirements of paragraph 1.4.1. is a “Standard Repair” under this RFP/contract.

1.1 General: The U.S. Government retrograde classified as “F” Condition to be furnished hereunder shall be inducted, inspected, and repaired where technically feasible and within contract scope in accordance with the terms and conditions specified in this contract. Government Furnished Property, including equipment such as fixtures, jigs, dies, patterns, mylars, special tooling, special test equipment, or any other manufacturing aid required for the repair, manufacture and/or testing of the subject item(s) will not be provided by the Government and shall be the responsibility of the Contractor unless specifically identified to be provided as Government Furnished Equipment/Tooling/Special Test Equipment/Material under this contract. The foregoing applies notwithstanding any reference to such equipment or to the furnishing thereof that may be contained in any drawing, manual or specification for the contract items. The SOW shall take precedence over the Technical Data Package (TDP) in cases of conflict. In the event of a conflict between any technical data requirements, the Local Engineering Specification (LES) supersedes all other technical data, unless otherwise indicated. If clarification is required, the contractor request support by submitting a Request for Technical Information (RFTI) to the North Island Engineering Fleet Support Team (FST) for clarification. The contractor is required to submit Request for Technical Information (RFTI) where LES indicate “Contact Engineering”.

1.2 SRC Cards: Upon completion of repair or repair/modification, the Contractor shall fill out a Scheduled Removal Component (SRC) card and enter repair/modification/inspection data into NALCOMIS OOMA Auto Log Set. The contractor will send a copy of the SRC card of the overhauled / Ready For Issue (RFI) assembly to the repository address (CMIS.gm.fct@navy.mil).when sold back to the Navy. Contractor must maintain traceability of components throughout the overhaul / refurbishment process.

1.2.1 SRC Requirements: SRC cards shall be supplied with the units. The Contractor shall examine the SRC card to determine the flight hours for the unit. If the Component Flight Hours (CFH) exceed 5900 CFH the contractor shall not induct the unit for repair and shall contact the Procurement Contracting Officer (PCO) for further information.

1.2.1.1 Flight Hour Updates and SRC Card Reconstruction: The Contractor shall notify the PCO, and the NAVAIR POC, within one working day if the SRC card is lost or if the card does not contain the required flight hour data. If the

SRC card is lost, the Contractor shall request the Navy to reconstruct a new SRC card for the component. When directed by the Navy, the Contractor may reconstruct SRC cards. These will be prepared in accordance with the instructions given in the NAVAIR manuals, standard Navy practice and in accordance with any special Navy instructions. If the SRC card lacks proper flight hour or FLE data, the Contractor shall request the Navy to provide this data so it can be entered onto the existing SRC card. The point of Contact for SRC reconstruction, flight hour and FLE data is NAVAIR Kenneth Wilson Ph# (619) 545-3763 email: kenneth.wilson2@navy.mil.

1.3 Teardown & Inspection Requirements: Contractor shall perform the following Teardown and Evaluation tasks, to the extent necessary and applicable, to determine technical and/or contractual reparability and the associated related work scope of each inducted asset. Sequencing of the applicable tasks shall be defined by Contractor with the discretion that not all tasks are applicable once reparability/scope can be determined.

A) Inspect to identify whether there are any outstanding Technical Directives (AFB's, AYC's, AYB's, etc.) that have not been incorporated. See Attachment B for contractually recognized baseline.

B) Visually inspect UPR, LWR, and LE skins and fastener holes for damage/wear. If received with unit, remove the seals from the spar sill and discard if not deemed usable. Remove sealant from the sill and surface area. Make note of any drain holes that were found to be plugged in the incoming condition

C) Remove coatings (as required) using Government/OEM approved methods. Cover drain holes. Hand sanding shall be utilized on those areas where any skin damage is visually noted

D) Perform visual inspection for any previous repairs to include SRC card review with the objective of identifying suspect conditions. Any visual indications of previous repairs will be assessed using additional data obtained from the NDI performed on this unit. Any previous repairs identified through this visual and NDI assessment where such are believed to be suspect, substandard, or degraded based on Contractor T&E assessment will be removed or investigated in more detail. The Contractor will assess if additional Over and Above engineering analysis/repair effort would be required to consider the unit as RFI prior to delivery if not included in planned repairs for such unit associated with incoming discrepancies.

E) Perform 100% Ultrasonic inspection (Pulse-Echo) of accessible areas, documenting incoming discrepancies such as, but not limited to, delamination, and disbonds where such may exist. Leading Edge is not removed unless T&E requires removal for corrosion, damage or R&R, at which time NDI inspection will be performed once parts have been removed. Contractor will determine and advise the PCO if additional Over and Above engineering analysis/repair effort would be required where any identified discrepancies are outside of normal Fleet operating conditions. Contractor shall utilize Government/OEM approved ultrasonic NDI equipment/methods.

F) Perform X-Ray inspection where applicable to address Engineering dispositions, and locate FOD as required. Contractor shall utilize Government/OEM approved X-Ray NDI equipment/methods.

G) Visually inspect spar sill surface and fastener holes for defects including but not limited to, gouges, corrosion, cracks. Dimensionally check holes to applicable engineering.

H) Remove MS14101 bearing from INBD idler lug and perform NDI eddy current inspection per A1-F18EF-IETM.

I) Visually inspect in and around transmission lugs and OUTBD/MIDBD idler lug surfaces and bores for defects including but not limited to, gouges, corrosion, and cracks, migrated or damaged bushings. If damage was noted near lug bore, bushing removal may be necessary to facilitate inspection of lug bore for defects per Contractor engineering direction.

J) Visually inspect inboard and outboard rib for damage/wear.

K) Remove Door 404 and ALR-67 Antenna cover, visually inspect for corrosion.

L) For all fracture critical structures, any hole that exhibits significant elongation, scoring, corrosion or any additional damage shall be eddy-current inspected per Government/OEM approved NDI techniques and submitted to local engineering for further evaluation. For all other surfaces, holes that exhibit significant elongation, scoring, corrosion or any additional damage shall be visually inspected and evaluated as necessary per Contractor Engineering processes.

M) For any C/Ep holes that exhibited visual damage, perform A-Scan inspection of area surrounding holes Government/OEM approved NDI techniques.

N) NDI shall be performed per local engineering direction on any visually located crack in order to determine the extent of the defect.

1.4 Repair & Upgrade Requirements: Contractor repair efforts under this contract will yield F/A-18E/F and EA-18G ILEFs that are in a RFI condition. RFI is defined as that condition allowing the items to perform properly and reliably in an operational environment in a manner they were intended to operate. "Repair" means render RFI (and incorporate Technical Directives). "Upgrade" (modify) means render RFI, and incorporate Technical Directives per paragraph 1.4.1.3 and Attachment B.

1.4.1 The Contractor Repair and Technical Directive Incorporation Requirements: The Contractor shall provide the necessary facility, labor, materials, parts, test capability, tooling and equipment required to perform all repairs, modifications and Technical Directive incorporation. ILEFs shall be delivered in a RFI condition. The Contractor must perform all repairs and Technical Directive incorporations at the facility or at a subcontractor approved by the OEM or government. Requests for approval of changes to a repair source or repair facility shall be submitted in writing to the PCO prior to making any such change. Any repairs performed using an unapproved repair source or facility are not authorized.

1.4.1.1 Replacement of Damaged Structure: Contractor shall utilize released FST Engineering, OEM approved, and Government approved Contractor repair procedures and processes to complete the standard repair of F/A-18 E/F ILEF where within contract scope and not otherwise deemed Beyond Physical or Beyond Economic Repair. USN F/A-18E/F and EA-18G Interactive Electronic Technical Manual (IETM), USN Local Engineering Specifications (LES) are also recognized as approved engineering for Contractor utilization. A Standard Repair shall be limited to repair of damage induced as a result of normal Navy operations and maintenance of an ILEF. Typical standard repairs may include repair of composite damages on the upper and lower mold line skins, lug corrosion removal and reaming, lug bushing repairs, gang channel replacement.

A repair task will be considered to be an Over and Above Repair (OAR), i.e., not within the pricing of this contract and thus requiring submission of a price proposal when significant incoming damage is present. As an example, damage that resulted from an abnormal event, induced by human factors, or where the required repairs are a result of repair attempts that have been previously initiated and abandoned pre-induction, or where those repair attempts further complicate the required repair. Repair of OAR items shall be accomplished IAW an individual proposal and order placed under an OAR ordering Contract Line Item Number (CLIN) of this contract (or via modification of a delivery order). The Contractor will not proceed with OAR effort until a pricing proposal (including a proposed delivery schedule) is accepted by the NAVSUP PCO and an order for such work is placed or a delivery order is modified.

***Repair Tier information will be located as an Attachment to the Delivery Order for this SOW effort entitled**

“Repair Tier Matrix”.

1.4.1.2 Prime and Paint Requirements: : The Contractor shall remove exterior primer and paint via approved engineering methods. ILEFs shall be primed and painted in accordance with latest spares configuration.

1.4.1.3 Incorporation of Technical Directives: The Contractor shall inspect to identify whether there are any outstanding Technical Directives (AFC's, AFB's, AYC's, AYB's, etc., latest revision and/or amendment) that have not been incorporated. If a TD has not been previously incorporated that is applicable to the inducted asset and is identified within the contract TD baseline (See Attachment B), then the Contractor shall proceed to incorporate requesting the applicable AYC kits from the USG through the CKA ordering process. The SRC card shall be updated to reflect the incorporation of the Technical Directives. The Contractor shall also verify whether there are additional TDs that need to be complied with that are not currently identified on the contract TD baseline. If there have been any additional TD's released that are not in the contract TD baseline, then the Contractor shall notify the PCO and request direction as to whether incorporation is desired or if the Contractor should note the TD as “NINC” on the SRC card. If incorporation is desired, then the Contractor shall submit a proposal pursuant to the OAR ordering CLIN of this contract, provide a cost, and schedule impact for the immediately affected unit and the remaining Flight Control Surfaces to be inducted under the contract. The Contractor shall not proceed with incorporation of this TD on any assets until a contract modification has been issued. Where incorporation on immediately affected units is not possible within the repair process given the cycle time for OAR contracting, Contractor shall provide a prospective implementation date for remaining inductions under the contract and proceed with a NINC note on the SRC card for units that will be repaired prior to that implementation date

1.5 Beyond Repair ILEFs: An ILEF may be Beyond Physical Repair (BPR) or Beyond Economical Repair (BER). An ILEF shall be considered BPR or BER if the conditions of paragraph 1.5.1 or 1.5.2, respectively, are met. For BPR determinations, the Contractor shall provide the basis of the determination to the PCO with the contract modification request for DD250 processing and approval of the BER/BPR disposition. For BER determinations, the anticipated repair effort a potential cost/risk impact shall also be provided to the Government. After Government receipt of the required BPR/BER documentation, the Contractor shall have the component placed on work stop and await Government disposition instructions. The Contractor is not authorized to proceed until contract modifications or other disposition direction is provided by the PCO. The Contractor shall perform any disposal ordered by the Government in accordance with all applicable government disposal procedures and requirements.

1.5.1 Beyond Physical Repair (BPR): A component shall be considered BPR if, as an example, significant interior corrosion or large skin disbonds are discovered. Other conditions may warrant at BPR determination dependent on Contractor Engineering dispositions.

1.5.2 Beyond Economical Repair (BER): The Contractor shall submit BER documentation to the Government when technical or OAR cost risk are such that the unit may not be economically viable for repair given the remaining available flight hours or potential for emergent BPR risk. The PCO shall review and provide a determination to a) consider the unit as BER and provide a contract modification to DD250 the unit as a BER unit based on the Repair Tier Matrix located in the delivery order and/or if the cost to repair the unit exceeds 80% of the replacement price as stated on Exhibit A (list of items) of the BOA Contract on which this Delivery Order is issued under; b) continue proceeding with repair if no OAR conditions are present recognizing the potential for emergent BPR risk, or C) or request a proposal for the OAR repair tasks if present. Contractor shall place unit on hold pending outcome of the PCO response to the initial BER documentation submittal.

1.6 Missing on Induction (MOI): Subsequent to the receiving inspection of the incoming retrograde (prior to induction) to check for shipment damage, peripheral hardware where applicable (i.e. Stab Arms) and the required SRC cards, Contractor shall conduct a complete induction inspection after induction to verify that all required parts that are considered GFM with the asset are present and accounted for with the DCMA-QAR verifying such. Where such GFM is missing, an MOI inventory will be created and provided to the PCO for review and concurrence.

Contractor will include an assessment if previously harvested GFM from prior BPR units can be utilized to fulfill the MOI items. Contractor shall continue with teardown and evaluation of the asset while PCO determines if unfulfilled MOI parts are to be furnished by the U.S. Government or if the Contractor shall secure such parts and submit an OAR price impact for the additional provision of such parts.

1.7 Repair and Consumption Data: The Contractor shall be responsible for retaining a history of the repair actions associated with a repaired ILEF. This includes data related to the specific repair actions required and the parts removed and/or replaced to complete the repair activity. The Contractor will make available to the PCO copies of engineering dispositions and substantiating strength documentation related to Major Deviations or PQDRs as requested, associated with a repaired ILEF.

2.0 Parts and Material: All parts and material used in performance of this contract shall be in accordance with the latest approved revision of applicable drawings and specifications and shall be new in accordance with FAR 52.211-5, Material Requirements, which is incorporated by reference herein. Authorization to use other than new material, as defined by FAR 52.211-5, requires written approval from the PCO except for serviceable fasteners. In addition, cannibalization must be approved in advance by the PCO. Cannibalization of units that have not been inducted is not authorized and requires specific approval by the PCO.

2.1 Parts and Material Requirements: As noted above, the Contractor shall utilize up to date drawings and specifications for parts and material required for repairs performed under this contract.

2.2 Purchased Material Control and Parts Control: The Contractor shall establish and maintain a system of control over purchased parts and material. Such controls shall, at a minimum, assure that the parts and material purchased are in compliance with the requirements of this contract. Purchased parts and material conformance shall be assured by utilizing the methods defined in paragraphs 2.2.1 through 2.2.3 (individually or in combination). An approved property management system per FAR 45.5 shall be utilized to control Government Owned Property.

2.2.1 Critical Parts: An item is designated a Critical Safety Item (CSI) if failure of this item may lead to catastrophic or critical consequences for personnel or equipment. An item is designated a Critical Application Item (CAI) if failure of this item can impact system performance or mission capability, significantly reduce fleet readiness, significantly increase maintenance actions, or cause severe environmental damage. Prior to fabricating or procuring a part, criticality of that part must be defined. The official repository for this information, along with any approved sources of supply, is in the Joint Deficiency Reporting System (JDRS). CSI/CAI parts may only be procured from approved sources of supply. If the criticality of the part is not listed in JDRS, the Contractor shall contact the F/A-18E/F and EA-18G FST in order to obtain this information.

2.2.2 Receiving Inspection: The parts or material procured by the Contractor or by the Contractor's subcontractors shall be inspected upon receipt to assure conformance with all requirements of the applicable drawings and specifications. Records of such inspection shall be maintained for Government review for at least twenty-four (24) months following the conclusion of the contract.

2.2.3 Approval of a Purchased Part and Material System: The Contractor shall maintain a system for assuring conformance of procured parts and materials to contract requirements. This system shall be subject to Government approval and review. The Contractor is primarily responsible for approval and monitoring of their subcontractors systems used to procure parts and materials.

3.0 Configuration Management: The Contractor shall maintain a Configuration Management Plan in accordance with MIL-STD- 973. While MIL-STD-973 is not currently in effect, the Contractor and the Government agree that the provisions of this MIL-STD are applicable to this contract.

3.1.2 Engineering Requirements and Disposition: Reference (1) F/A-18EF and EA-18G SERVICE LIFE BULLETIN (SLB) NR 013 AM2 (2) US NAVY F/A-18 E/F and EA-18G STRUCTURAL NAVAIR DESIGNATED ENGINEERING REPRESENTATIVE (NAVDER) PROGRAM MANUAL, REV. D, 16OCT2023.

3.1.2.1 The Contractor shall prepare engineering dispositions and supporting stress / fatigue analysis, as required, to address in coming "F" Condition retrograde and return such to a Ready for Issue "A" Condition status. "A" Condition is defined as no more than a serviceable condition for the remaining flight hours established for each peculiar flight control surface per the engineering disposition for each "F" Condition retrograde asset inducted under the subject contract.

3.1.2.2 The Contractor shall perform analysis associated with the nonconformance to demonstrate the dispositions meet the F/A-18 E/F Flight Control Surface service life define in Table 2 of Reference (1).

3.1.2.3 The Contractor shall perform the engineering analysis and dispositions required for execution of the Teardown and Evaluation and Repair Scope of this contract utilizing the engineering authority herein granted to the Contractor under this contract for the unilateral approval, release and implementation of such dispositions when utilizing pre-released/pre-approved (by USG) documents, i.e. Local Engineering Specification (LES), Interactive Electronic Technical Manuals (IETMS), Standard Repair Manual (SRM), Local Standard Repair Procedures (LSRPs), Cecil Field-Local Engineering Specifications (CF-LESs), Temporary Authorized Disposition (TADs), Standard Repair Procedures (SRPs) and Process Specs OEM publications (LSRPs, CF-LESs, TADs, SRPs and Process Specs), NAVAIR and OEM precedence dispositions and analysis. Any new repair disposition or analysis required for the execution of a repair shall have an analysis summary uploaded to an accessible location which is subject to government surveillance but which the Contractor retains engineering.

In addition to the Material Review (MR) authority herein granted to the Contractor as provided in the preceding paragraph, the contractor is further provided the engineering authority as granted by the F/A-18 E/F & EA-18G Naval Air Systems Command Designated Engineering Representative (NAVDER) Program, Reference (2) which is also authorized under this contract for engineering analysis, dispositions and implementation of such as required for Contractor execution of the Teardown & Evaluation and Repair work scope of this contract. The Contractor and subcontractor employees that are authorized as NAVDER agents will be appointed by NAVAIR Air Vehicle Engineering Structures Division Head, Technical Warrant Holder (TWH), or the delegated Deputy TWH, to operate in the capacity of a Company NAVDER, in accordance with the terms of the approved NAVDER Program manual, Revision D dated 16OCT2023 and as specified in the individual(s) appointment letter from NAVAIR.

The Contractor may utilize NAVDER in performance of this contract, as applicable, and such NAVDER services rendered by the Contractor shall be governed by the terms and conditions of this contract. In the event a Contractor NAVDER is temporarily unavailable, NAVAIR AVE or North Island Fleet Support Team (FST) Engineering can perform necessary approvals upon request by the Contractor NAVDER. The appropriate NAVAIR AVE or FST Subject Matter Expert (SME) will have fifteen (15) manufacturing days to review the submitted disposition package. If subsequent NAVAIR AVE or FST SME reviews of a disposition package or supporting strength documentation are required, the appropriate NAVAIR AVE or FST SME will have ten (10) manufacturing days to review the updated submittal.

The NAVAIR AVE TWH or the delegated Deputy TWH will retain cognizance over all Contractor NAVDER technical decisions.

3.1.2.3.1 The NAVDER engineering authority delegated to the Contractor is limited to MINOR Dispositions.

3.1.2.3.2 MAJOR dispositions require appropriate NAVAIR AVE or FST SME review and concurrence.

3.1.2.4 For each MAJOR disposition, the Contractor shall provide the dispositions and supporting strength

documentation IAW the NAVDER Program Manual, Revision D dated 16OCT2023.

3.1.2.5 The definitions of disposition classifications are as follows:

3.1.2.5.1 MAJOR REPAIR DISPOSITION: a disposition which results in the following:

- Repairs that impact defined critical characteristics.
- Repairs that significantly alter the primary structural load path, an internal load redistribution or significant local stiffness.
- A strength (envelope restriction) or service life limit (contact NAVAIR-FST POCs if there are questions of T/M/S service life limits).
- An alteration or modification of an SLAP/SLEP/SLM hotspot, inspection or life limited location.
- A violation of agreed structural design criteria as documented in SWP4330-001, "Strength Analysis and Documentation for Repairs and Modifications", F/A-18 E/F SLM Repair Design Guidelines, Fatigue Analysis Procedure Manual (FAPM) or other Boeing/NGC structural design documents.
- Repairs that impact Component Interchangeability or Maintainability Requirements.
- Repairs that exceed SRM/IETM repair weight allowable.
- Repairs that do not meet aerodynamic or Radar Cross Section/Low Observable (RCS/LO) performance requirements.
- Any modification that adversely affects an as-tested fatigue enhancement.
- Repairs that add new parts that alter the configuration of the structure for the affected aircraft. Including, but not limited to; splice fittings, straps, bathtub fittings, replacement with a different material, repair angles, etc. Doublers, straps, and angles, which share load due to loss of material and do not splice the entire load path of the feature, would be considered minor repairs.
- Repairs that change Aerodynamics, Flying Qualities, or flutter.
- Subsystem modifications that deviate from IETMs or Standard Repair procedures.

3.1.2.5.2 MINOR DISPOSITION: All dispositions other than MAJOR. Repetitive MAJOR dispositions can be reclassified as MINOR with Government concurrence.

3.1.2.6 Final dispositions of the following nonconformance type repairs will be routed for DCMA approval prior to repair work being performed:

- Repairs concerning CSI items as defined above (QA)
- Repairs that include (MGI) Mandatory Government Inspection Points (QA)
- Repairs requiring O&A funding (QA)
- Repairs that are Use As Is (UAI) that are accepted with no work performed (QA)
- Major repair dispositions as defined above (QA/ENG)
- Minor repair dispositions that have not been reviewed by a NAVDER (QA/ENG)

3.1.2.7 Final dispositions of the following nonconformance type repairs that are not required to be routed to DCMA QA or ENG for repair approval:

- Standard approved repairs/pre-approved engineering that are addressed in approved documentation, including but not limited to, SRP's, LSRP's, SRM's, FST LES's, CF-LES's, IETM's, P.S. and any other associated approved documentation. Boeing documents include SRP, LSRP, P.S., CF LES and Navy documents include SRM, FST LES, IETMs (approved & Boeing released). Boeing SRPs and P.S. are approved for use as pre-approved engineering by NAWCAD Letter 13460 AB2200/21.081, dated 04 August 2021 and will require re- approval if revised.
- Dispositions using a Record of Salvage Action (ROSA) that was previously used on an accepted repair

(Precedence ROSA), when used for conditions that are the same, or less severe, and for applicable configuration & effectivities. Precedence ROSAs can be used for Major, as well as Minor, repairs

- For historical record, Record Of Salvage Action (ROSA) shall be referenced (when applicable) in the disposition per BCFD-0206 requirements.
- Copies of Precedence ROSAs will be made available with a goal of two business days or less to DCMA Eng when requested with understanding that precedence ROSA's are pre-approved engineering when previously approved on an asset by DCMA.

NOTE: Approved Standard Repairs/pre-approved engineering and Precedence ROSAs will be re-assessed for applicability if there is a change in criteria (for example life extension via SLAP) which occur via contract changes.

- Temporary repair dispositions for both non-CSI and CSI components regardless of repair method used.
- All other parts and paperwork that fall outside the above criteria will be reviewed by DCMA QA on an audit / surveillance basis.

3.1.2.8 Dispositions on all non-conformances requiring DCMA review will be routed to DCMA by Contactor. Contractor will route Non Conformance Records (NCRs) to ENG or QA accordingly. DCMA-QA will route dispositions to DCMA-ENG for further investigation as appropriate. Dispositions returned or rejected by DCMA shall use the appropriate re-assign reason code (if available) in the GOLD-ESP system and include a description for return/reject. All rejected NCRs by DCMA Engineering/ DCMA QA will be routed back to the respective DCMA originator with all issues being addressed before final approval.

3.1.2.9 Contractor will identify the part criticality in their discrepancy write-up, as defined in the NAVAIR Joint Deficiency Reporting System (JDRS) Critical Item Management (CIM) database.

3.1.3 Documentation: All engineering analysis and documentation prepared under this SOW by the Contractor will remain proprietary to and the property of the Contractor and will not require submission to the USG other than for those conditions identified above (i.e. MAJOR Dispositions, CSI exceptions, NAVDER surveillance) where such analysis submission to NAVAIR for its review and approval. In all cases, all engineering analysis, disposition and like data prepared by the Contractor will be considered non-deliverable under this contract in the performance of this statement of work, but will remain subject to DCMA surveillance IAW ISO 9001 guidelines AND in accordance with the terms of the approved NAVDER Program Manual, Revision D dated 16OCT2023 and as specified in the individual(s) appointment letter from NAVAIR.

3.1.4 Waivers: Requests for Waivers shall be prepared in accordance with MIL-STD-973, section 5.4.4. Major or critical waivers shall be submitted to the PCO for approval. Minor waivers shall be submitted to the DCMA for approval. Any repairs with an unapproved major/critical or minor waiver are done at the Contractor's own risk. If the Government disapproves the major/critical or minor waiver, the Contractor shall replace or correct any affected items. The Contractor is not entitled to any equitable adjustment to the contract price or terms based on the Government's disapproval of a major/critical or minor waiver.

4.0 Quality Assurance Provisions:

4.1 Quality System Requirements: During performance of this contract, the contractor shall maintain a quality system that meets, at a minimum, the requirements of ISO 9001 and SAE AS9100. The Government has the right of

review and approval of the Contractor's Quality System.

4.2 Government Source Inspection: Government inspection of the repaired asset (or BPR/BER asset) shall be in accordance with FAR 52.246-2, Inspection of Supplies - Fixed-Price, at source by the DCMA-QAR unless otherwise specified in the SOW or PO. Final DD250 and review of completed planning/work orders shall be conducted by the DCMA QAR or their delegate. This inspection shall assure that the items repaired conform to the performance required to provide Ready For-Issue material. The DCMA-QAR, or their delegate, retains the authority to require the contractor to conduct or re-conduct any tests deemed necessary to ensure compliance with the requirements of this contract. Source Inspection requirements shall be defined in the Purchase Order to The Contractor.

4.3 Nonconforming Material: Material Review Authority (MRA) shall be administered in accordance with established policies and procedures for repair parts and piece parts that are intended to be utilized for the repair of the inducted asset. (Nonconforming Material in the context of this SOW does NOT relate to the inducted "F" condition retrograde which may reflect nonconforming conditions and nonconforming material that result in a non-RFI asset and which serves as the repair work scope for this contract.)

4.4 First Article Inspection: The Contractor shall develop a First Article plan to validate the component repair process. This plan shall include provisions to evaluate the impact of major process changes on the repair process.

5.0 Calibration: The contractor shall maintain a calibration system that meets the requirements of ANSI/NCSL Z540, or ISO-10012-1.

6.0 Preservation, Packaging and Shipping:

6.1. Preservation and Packaging: Preservation and packaging that shall afford adequate protection against corrosion, deterioration and damage shall be utilized. This includes parts in production, storage and shipment. Shipping crates shall be retained and used for the shipment of ILEFs. The repair of minor crate damage shall be considered within the scope of this SOW. If a crate is too heavily damaged for reuse, Contractor will provide a replacement shipping container.

6.2 Shipping: The shipping instructions shall be defined in the NAVSUP Repair Order.

ATTACHMENT B

STATEMENT OF WORK (FY24)

Statement of Work for Repair/Modification of F/A-18E/F and EA-18G Ailerons

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- 3.0 Configuration Management**
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- 6.0 Preservation, Packaging and Shipping**

Note: the term “modification” shall be interchangeable with “upgrade” when used in this contract.

1.0 Scope: This Statement of Work (SOW) defines the requirements for the induction, teardown/evaluation, First Article Inspection (FAI), repair scope determination and actual repair and/or process for non-repaired F/A-18E/F and EA-18G Ailerons. This SOW also includes the requirements for upgrading (modifying) Ailerons per applicable Accessory Changes (AYCs), as required. A repair without upgrade (modification) but which incorporates all other Technical Directives (i.e. AYBs as applicable) per paragraph 1.4.1. and otherwise meets the requirements of paragraph 1.4.1. is a “Standard Repair” under this RFP/contract. This does not cover U.S Navy Flight Demonstration Squadron (Blue Angels) requirements. If a Blue Angels component is received under this vehicle, immediately contact the PCO for further disposition.

1.1 General: The U.S. Government retrograde classified as “F” Condition to be furnished hereunder shall be inducted, inspected, and repaired where technically feasible and within contract scope in accordance with the terms and conditions specified in this contract. Government Furnished Property, including equipment such as fixtures, jigs, dies, patterns, mylars, special tooling, special test equipment, or any other manufacturing aid required for the repair, manufacture and/or testing of the subject item(s) will not be provided by the Government and shall be the responsibility of the Contractor unless specifically identified to be provided as Government Furnished Equipment/Tooling/Special Test Equipment/Material under this contract. The foregoing applies notwithstanding any reference to such equipment or to the furnishing thereof that may be contained in any drawing, manual or specification for the contract items. The SOW shall take precedence over the Technical Data Package (TDP) in cases of conflict. In the event of a conflict between any technical data requirements, the Local Engineering Specification (LES) supersedes all other technical data, unless otherwise indicated. If clarification is required, the contractor request support by submitting a Request for Technical Information (RFTI) to the North Island Engineering Fleet Support Team (FST) for clarification. The contractor is required to submit Request for Technical Information (RFTI) where LES indicate “Contact Engineering”.

1.2 SRC Cards: Upon completion of repair or repair/modification, the Contractor shall fill out a Scheduled Removal Component (SRC) card and enter repair/modification/inspection data into NALCOMIS OOMA Auto Log Set. The contractor will send a copy of the SRC card of the overhauled / Ready For Issue (RFI) assembly to the repository address (CMIS.gm.fct@navy.mil) when sold back to the Navy. Contractor must maintain traceability of components throughout the overhaul / refurbishment process.

1.2.1 SRC Requirements: SRC cards shall be supplied with the units. The Contractor shall examine the SRC card to determine the flight hours for the unit. If flight hours are not available, or if the SRC card has been lost, see paragraph 1.2.1.1. If the Component Flight Hours (CFH) exceed 5900 CFH the contractor shall not induct the unit for repair and shall contact the Procurement Contracting Officer (PCO) for further information.

1.2.1.1 Flight Hour Updates and SRC Card Reconstruction: The Contractor shall notify the PCO, and the NAVAIR

POC, within one working day if the SRC card is lost or if the card does not contain the required flight hour data. If the SRC card is lost, the Contractor shall request the Navy to reconstruct a new SRC card for the component. When directed by the Navy, the Contractor may reconstruct SRC cards. These will be prepared in accordance with the instructions given in the NAVAIR manuals, standard Navy practice and in accordance with any special Navy instructions. If the SRC card lacks proper flight hour or FLE data, the Contractor shall request the Navy to provide this data so it can be entered onto the existing SRC card. The point of Contact for SRC reconstruction, flight hour and FLE data is NAVAIR Kenneth Wilson Ph. # (619) 545-3763 email: kenneth.wilson2@navy.mil.

1.3 Teardown & Inspection Requirements: Contractor shall perform the following Teardown and Evaluation tasks, to the extent necessary and applicable, to determine technical and/or contractual reparability and the associated related work scope of each inducted asset. Sequencing of the applicable tasks shall be defined by Contractor with the discretion that not all tasks are applicable once reparability/scope can be determined.

A) Inspect to identify whether there are any outstanding Technical Directives (AFB's, AYC's, AYB's, etc.) that have not been incorporated. See Attachment B for contractually recognized baseline.

B) Remove trailing edge boots.

C) Visually inspect UPR, LWR, and LE skins and fastener holes for damage/wear. Make note of any drain holes found plugged in the incoming condition. Cover drain holes.

D) Remove coatings (as required) using Government/OEM approved methods. Hand sanding shall be utilized on those areas where any skin damage is visually noted.

E) Perform visual inspection for any previous repairs to include SRC card review with the objective of identifying suspect conditions. Any visual indications of previous repairs will be assessed using additional data obtained from the NDI performed on this unit. Any previous repairs identified through this visual and NDI assessment where such are believed to be suspect, substandard, or degraded based on Contractor T&E assessment will be removed or investigated in more detail. The Contractor will assess if additional Over and Above engineering analysis/repair effort would be required to consider the unit as RFI prior to delivery if not included in planned repairs for such unit associated with incoming discrepancies.

F) Perform 100% C-Scan inspection (thru transmission and/or pulse echo) of upper and lower aluminum skins of wedge assembly to address, as applicable for this surface, incoming discrepancies such as, but not limited to, dents, condition of the core under the dent, and disbond locations where such may exist. Complete documentation of such, where identified, for determining repair requirements associated with such incoming discrepancies due to normal Fleet operations. Determine and advise the PCO if additional Over and Above engineering analysis/repair effort would be required where any identified discrepancies are outside of normal Fleet operating conditions. Contractor shall utilize Government/OEM approved ultrasonic NDI equipment/methods.

G) Perform 100% X-Ray inspection to address, as applicable for this surface, incoming discrepancies such as, but not limited to, corrosion, crushed core, condensed core, node bond failure, blown core, previous repairs, moisture intrusion where such may exist. Complete documentation of such, where identified, for determining repair requirements associated with such incoming discrepancies due to normal Fleet operations. Determine and advise the PCO if additional Over and Above engineering analysis/repair effort would be required where any identified discrepancies are outside of normal Fleet operating conditions. Contractor shall utilize Government/OEM approved X-Ray NDI equipment/methods.

H) Remove LE LML skins for evaluation of internal structure for signs of corrosion, damage/wear, factory coatings and document findings. Visually inspect LE Wrap Skins for signs of corrosion and damage/wear. Remove LE Wrap Skins only when signs of degradation warrant to mitigate technical/cost risk related to extensive reassembly.

I) Remove and discard inboard and outboard bearings from inboard and outboard hinge (shroud actuator lugs included) for units that have evidence of flight hour usage. If unit is new or has no flight hours since last repair, Contractor may elect to inspect and retain bearings if no damage/wear is noted. Inspect bushings but do not remove unless condition of bushing warrants removal and disposal.

J) After monoballs have been removed and discarded, visually inspect in and around inboard and outboard hinge lug bores (shroud actuator lugs included) and surrounding lug surfaces for defects including but not limited to, gouges, corrosion, and cracks. Measure lug bore inner diameter and countersink (where applicable) per released engineering and determine if out of tolerance. (Surface eddy current inspection techniques shall be utilized to address any visual findings per liaison engineering direction.)

K) Visually inspect inboard and outboard rib for damage/wear. Look for signs of cracked sealant, degraded coatings, and signs of moisture intrusion.

L) For all fracture critical structures, any hole that exhibits significant elongation, scoring, corrosion or any additional damage shall be eddy-current inspected per Government/OEM approved NDI techniques and submitted to local engineering for further evaluation. For all other surfaces, holes that exhibit significant elongation, scoring, corrosion or any additional damage shall be visually inspected and evaluated as necessary per Contractor Engineering processes.

M) NDI shall be performed per local engineering direction on any visually located crack in order to determine the extent of the defect.

1.4 Repair & Upgrade Requirements: Contractor repair efforts under this contract will yield F/A-18E/F and EA-18G Ailerons that are in a RFI condition. RFI is defined as that condition allowing the items to perform properly and reliably in an operational environment in a manner they were intended to operate. "Repair" means render RFI (and incorporate Technical Directives). "Upgrade" (modify) means render RFI, and incorporate Technical Directives per paragraph 1.4.1.3 and Attachment B.

1.4.1 The Contractor Repair and Technical Directive Incorporation Requirements: The Contractor shall provide the necessary facility, labor, materials, parts, test capability, tooling and equipment required to perform all repairs, modifications and Technical Directive incorporation. Ailerons shall be delivered in a RFI condition. The Contractor must perform all repairs and Technical Directive incorporations at the facility or at a subcontractor approved by the OEM or government. Requests for approval of changes to a repair source or repair facility shall be submitted in writing to the PCO prior to making any such change. Any repairs performed using an unapproved repair source or facility are not authorized.

1.4.1.1 Replacement of Damaged Structure: Contractor shall utilize released FST Engineering, OEM approved, and Government approved Contractor repair procedures and processes to complete the standard repair of F/A-18 E/F Aileron where within contract scope and not otherwise deemed Beyond Physical or Beyond Economic Repair—USN F/A-18E/F and EA-18G Interactive Electronic Technical Manual (IETM), USN Local Engineering Specifications (LES) are also recognized as approved engineering for Contractor utilization. A Standard Repair shall be limited to repair of damage induced as a result of normal Navy operations and maintenance of an Aileron. Typical standard repairs may include removal of corrosion on the upper and lower mold line skins, lug corrosion removal and reaming, hot bond repairs, lug bushing repairs, gang channel replacement and boot repair.

A repair task will be considered to be an Over and Above Repair (OAR), i.e. not within the pricing of this contract and thus requiring submission of a price proposal when significant incoming damage is present. As an example, damage that resulted from an abnormal event, induced by human factors, or where the required repairs are a result of repair attempts that have been previously initiated and abandoned pre-induction, or where those repair attempts

further complicate the required repair. Repair of OAR items shall be accomplished IAW an individual proposal and order placed under an OAR ordering Contract Line Item Number (CLIN) of this contract (or via modification of a delivery order). The Contractor will not proceed with OAR effort until a pricing proposal (including a proposed delivery schedule) is accepted by the NAVSUP PCO and an order for such work is placed or a delivery order is modified.

***Repair Tier information will be located as an Attachment to the Delivery Order for this SOW effort entitled "Repair Tier Matrix".**

1.4.1.2 Prime and Paint Requirements: The Contractor shall remove exterior primer and paint via approved engineering methods. Ailerons shall be primed and painted in accordance with latest spares configuration.

1.4.1.3 Incorporation of Technical Directives: The Contractor shall inspect to identify whether there are any outstanding Technical Directives (AFC's, AFB's, AYC's, AYB's, etc., latest revision and/or amendment) that have not been incorporated. If a TD has not been previously incorporated that is applicable to the inducted asset and is identified within the contract TD baseline (see Attachment B), then the Contractor shall proceed to incorporate requesting the applicable AYC kits from the USG through the CKA ordering process. The SRC card shall be updated to reflect the incorporation of the Technical Directives. The Contractor shall also verify whether there are additional TDs that need to be complied with that are not currently identified on the contract TD baseline. If there have been any additional TD's released that are not in the contract TD baseline, then the Contractor shall notify the PCO and request direction as to whether incorporation is desired or if the Contractor should note the TD as "NINC" on the SRC card. If incorporation is desired, then the Contractor shall submit a proposal pursuant to the OAR ordering CLIN of this contract, provide a cost, and schedule impact for the immediately affected unit and the remaining Flight Control Surfaces to be inducted under the contract. The Contractor shall not proceed with incorporation of this TD on any assets until a contract modification has been issued. Where incorporation on immediately affected units is not possible within the repair process given the cycle time for OAR contracting, Contractor shall provide a prospective implementation date for remaining inductions under the contract and proceed with a NINC note on the SRC card for units that will be repaired prior to that implementation date.

1.5 Beyond Repair Ailerons: An Aileron may be Beyond Physical Repair (BPR) or Beyond Economical Repair (BER). An Aileron shall be considered BPR or BER if the conditions of paragraph 1.5.1 or 1.5.2, respectively, are met. For BPR determinations, the Contractor shall provide the basis of the determination to the PCO with the contract modification request for DD250 processing and approval of the BER/BPR disposition. For BER determinations, the anticipated repair effort a potential cost/risk impact shall also be provided to the Government. After Government receipt of the required BPR/BER documentation, the Contractor shall have the component placed on work stop and await Government disposition instructions. The Contractor is not authorized to proceed until contract modifications or other disposition direction is provided by the PCO. The Contractor shall perform any disposal ordered by the Government in accordance with all applicable government disposal procedures and requirements.

1.5.1 Beyond Physical Repair (BPR): A component shall be considered BPR if, as an example, significant interior corrosion, significant core node bond failures or blown core, or large skin disbonds are discovered. Other conditions may warrant at BPR determination dependent on Contractor Engineering dispositions.

1.5.2 Beyond Economical Repair (BER): The Contractor shall submit BER documentation to the Government when technical or OAR cost risk are such that the unit may not be economically viable for repair given the remaining available flight hours or potential for emergent BPR risk. The PCO shall review and provide a determination to a) consider the unit as BER and provide a contract modification to DD250 the unit as a BER unit based on the Repair Tier Matrix located in the delivery order / or if the cost to repair the unit exceeds 80% of the replacement price as stated on the Exhibit A (list of items) of the BOA Contract on which this Delivery Order is issued under ; b) continue proceeding with repair if no OAR conditions are present recognizing the potential for emergent BPR risk, or c) or request a proposal for the OAR repair tasks if present. Contractor shall place unit on hold pending outcome of the PCO response to the initial BER documentation submittal.

1.6 Missing on Induction (MOI): Subsequent to the receiving inspection of the incoming retrograde (prior to induction) to check for shipment damage, peripheral hardware where applicable (i.e. Stab Arms) and the required SRC cards, Contractor shall conduct a complete induction inspection after induction to verify that all required parts that are considered GFM with the asset are present and accounted for with the DCMA-QAR verifying such. Where such GFM is missing, an MOI inventory will be created and provided to the PCO for review and concurrence. Contractor will include an assessment if previously harvested GFM from prior BPR units can be utilized to fulfill the MOI items. Contractor shall continue with teardown and evaluation of the asset while PCO determines if unfulfilled MOI parts are to be furnished by the U.S. Government or if the Contractor shall secure such parts and submit an OAR price impact for the additional provision of such parts.

1.7 Repair and Consumption Data: The Contractor shall be responsible for retaining a history of the repair actions associated with a repaired Aileron. This includes data related to the specific repair actions required and the parts removed and/or replaced to complete the repair activity. The Contractor will make available, to the PCO, copies of engineering dispositions and substantiating strength documentation related to Major Deviations or PQDRs associated with a repaired Aileron as requested.

2.0 Parts and Material: All parts and material used in performance of this contract shall be in accordance with the latest approved revision of applicable drawings and specifications and shall be new in accordance with FAR 52.211-5, Material Requirements, which is incorporated by reference herein. Authorization to use other than new material, as defined by FAR 52.211-5, requires written approval from the PCO except for serviceable fasteners. In addition, cannibalization must be approved in advance by the PCO. Cannibalization of units that have not been inducted is not authorized and requires specific approval by the PCO.

2.1 Parts and Material Requirements: As noted above, the Contractor shall utilize up to date drawings and specifications for parts and material required for repairs performed under this contract.

2.2 Purchased Material Control and Parts Control: The Contractor shall establish and maintain a system of control over purchased parts and material. Such controls shall, at a minimum, assure that the parts and material purchased are in compliance with the requirements of this contract. Purchased parts and material conformance shall be assured by utilizing the methods defined in paragraphs 2.2.1 through 2.2.3 (individually or in combination). An approved property management system per FAR 45.5 shall be utilized to control Government Owned Property.

2.2.1 Critical Parts: An item is designated a Critical Safety Item (CSI) if failure of this item may lead to catastrophic or critical consequences for personnel or equipment. An item is designated a Critical Application Item (CAI) if failure of this item can impact system performance or mission capability, significantly reduce fleet readiness, significantly increase maintenance actions, or cause severe environmental damage. Prior to fabricating or procuring a part, criticality of that part must be defined. The official repository for this information, along with any approved sources of supply, is in the Joint Deficiency Reporting System (JDRS). CSI/CAI parts may only be procured for approved sources of supply. If the criticality of the part is not listed in JDRS, the Contractor shall contact the F/A-18E/F and EA-18G FST in order to obtain this information.

2.2.2 Receiving Inspection: The parts or material procured by the Contractor or by the Contractor's subcontractors shall be inspected upon receipt to assure conformance with all requirements of the applicable drawings and specifications. Records of such inspection shall be maintained for Government review for at least twenty-four (24) months following the conclusion of the contract.

2.2.3 Approval of a Purchased Part and Material System: The Contractor shall maintain a system for assuring conformance of procured parts and materials to contract requirements. This system shall be subject to Government approval and review. The Contractor is primarily responsible for approval and monitoring of their subcontractors' systems used to procure parts and materials.

3.0 Configuration Management: The Contractor shall maintain a Configuration Management Plan in accordance with MIL-STD- 973. While MIL-STD-973 is not currently in effect, the Contractor and the Government agree that the provisions of this MIL-STD are applicable to this contract.

3.1.2 Engineering Requirements and Disposition: Reference (1) F/A-18EF and EA-18G SERVICE LIFE BULLETIN (SLB) NR 013 AM2 (2) US NAVY F/A-18 E/F and EA-18G STRUCTURAL NAVAIR DESIGNATED ENGINEERING REPRESENTATIVE (NAVDER) PROGRAM MANUAL, REV. D, 16OCT2023.

3.1.2.1 The Contractor shall prepare engineering dispositions and supporting stress / fatigue analysis, as required, to address in coming "F" Condition retrograde and return such to a Ready for Issue "A" Condition status. "A" Condition is defined as no more than a serviceable condition for the remaining flight hours established for each peculiar flight control surface per the engineering disposition for each "F" Condition retrograde asset inducted under the subject contract.

3.1.2.2 The Contractor shall perform analysis associated with the nonconformance to demonstrate the dispositions meet the F/A-18 E/F Flight Control Surface service life define in Table 2 of Reference (1).

3.1.2.3 The Contractor shall perform the engineering analysis and dispositions required for execution of the Teardown and Evaluation and Repair Scope of this contract utilizing the engineering authority herein granted to the Contractor under this contract for the unilateral approval, release and implementation of such dispositions when utilizing pre-released/pre-approved (by USG) documents, i.e.- Local Engineering Specification (LES), Interactive Electronic Technical Manuals (IETMS), Standard Repair Manual (SRM), Local Standard Repair Procedures (LSRPs), Cecil Field-Local Engineering Specifications (CF-LESSs), Temporary Authorized Disposition (TADs), Standard Repair Procedures (SRPs) and Process Specs OEM publications (LSRPs, CF-LESSs, TADs, SRPs and Process Specs), NAVAIR and OEM precedence dispositions and analysis. Any new repair disposition or analysis required for the execution of a repair shall have an analysis summary uploaded to an accessible location which is subject to government surveillance but which the Contractor retains engineering.

In addition to the Material Review (MR) authority herein granted to the Contractor as provided in the preceding paragraph, the contractor is further provided the engineering authority as granted by the F/A-18 E/F & EA-18G Naval Air Systems Command Designated Engineering Representative (NAVDER) Program, Reference (2) which is also authorized under this contract for engineering analysis, dispositions and implementation of such as required for Contractor execution of the Teardown & Evaluation and Repair work scope of this contract. The Contractor and subcontractor employees that are authorized as NAVDER agents will be appointed by NAVAIR Air Vehicle Engineering Structures Division Head, Technical Warrant Holder (TWH), or the delegated Deputy TWH, to operate in the capacity of a Company NAVDER, in accordance with the terms of the approved NAVDER Program manual, Revision D dated 16OCT2023 and as specified in the individual(s) appointment letter from NAVAIR.

The Contractor may utilize NAVDER in performance of this contract, as applicable, and such NAVDER services rendered by the Contractor shall be governed by the terms and conditions of this contract. In the event a Contractor NAVDER is temporarily unavailable, NAVAIR AVE or North Island Fleet Support Team (FST) Engineering can perform necessary approvals upon request by the Contractor NAVDER. The appropriate NAVAIR AVE or FST Subject Matter Expert (SME) will have fifteen (15) manufacturing days to review the submitted disposition package. If subsequent NAVAIR AVE or FST SME reviews of a disposition package or supporting strength documentation are required, the appropriate NAVAIR AVE or FST SME will have ten (10) manufacturing days to review the updated submittal.

The NAVAIR AVE TWH or the delegated Deputy TWH will retain cognizance over all Contractor NAVDER technical decisions.

3.1.2.3.1 The NAVDER engineering authority delegated to the Contractor is limited to MINOR Dispositions.

3.1.2.3.2 MAJOR dispositions require appropriate NAVAIR AVE or FST SME review and concurrence.

3.1.2.4 For each MAJOR disposition, the Contractor shall provide the dispositions and supporting strength documentation IAW the NAVDER Program Manual, Revision D dated 16OCT2023.

3.1.2.5 The definitions of disposition classifications are as follows:

3.1.2.5.1 MAJOR REPAIR DISPOSITION: a disposition which results in the following:

- Repairs that impact defined critical characteristics.
- Repairs that significantly alter the primary structural load path, an internal load redistribution or significant local stiffness.
- A strength (envelope restriction) or service life limit (contact NAVAIR-FST POCs if there are questions of T/M/S service life limits).
- An alteration or modification of an SLAP/SLEP/SLM hotspot, inspection or life limited location.
- A violation of agreed structural design criteria as documented in SWP4330-001, "Strength Analysis and Documentation for Repairs and Modifications", F/A-18 E/F SLM Repair Design Guidelines, Fatigue Analysis Procedure Manual (FAPM) or other Boeing/NGC structural design documents.
- Repairs that impact Component Interchangeability or Maintainability Requirements.
- Repairs that exceed SRM/IETM repair weight allowable.
- Repairs that do not meet aerodynamic or Radar Cross Section/Low Observable (RCS/LO) performance requirements.
- Any modification that adversely affects an as-tested fatigue enhancement.
- Repairs that add new parts that alter the configuration of the structure for the affected aircraft. Including, but not limited to; splice fittings, straps, bathtub fittings, replacement with a different material, repair angles, etc. Doublers, straps, and angles, which share load due to loss of material and do not splice the entire load path of the feature, would be considered minor repairs.
- Repairs that change Aerodynamics, Flying Qualities, or flutter.
- Subsystem modifications that deviate from IETMs or Standard Repair procedures.

3.1.2.5.2 MINOR DISPOSITION: All dispositions other than MAJOR. Repetitive MAJOR dispositions can be reclassified as MINOR with Government concurrence.

3.1.2.6 Final dispositions of the following nonconformance type repairs will be routed for DCMA approval prior to repair work being performed:

- Repairs concerning CSI items as defined above (QA)
- Repairs that include (MGI) Mandatory Government Inspection Points (QA)
- Repairs requiring O&A funding (QA)

- Repairs that are Use As Is (UAI) that are accepted with no work performed (QA)
- Major repair dispositions as defined above (QA/ENG)
- Minor repair dispositions that have not been reviewed by a NAVDER (QA/ENG)

3.1.2.7 Final dispositions of the following nonconformance type repairs that are not required to be routed to DCMA QA or ENG for repair approval:

- Standard approved repairs/pre-approved engineering that are addressed in approved documentation, including but not limited to, SRP's, LSRP's, SRM's, FST LES's, CF-LES's, IETM's, P.S. and any other associated approved documentation. Boeing documents include SRP, LSRP, P.S., CF LES and Navy documents include SRM, FST LES, IETMs (approved & Boeing released). Boeing SRPs and P.S. are approved for use as pre-approved engineering by NAWCAD Letter 13460 AB2200/21.081, dated 04 August 2021 and will require re-approval if revised.
- Dispositions using a Record of Salvage Action (ROSA) that was previously used on an accepted repair (Precedence ROSA), when used for conditions that are the same, or less severe, and for applicable configuration & effectivities. Precedence ROSAs can be used for Major, as well as Minor, repairs
 - For historical record, Record Of Salvage Action (ROSA) shall be referenced (when applicable) in the disposition per BCFD-0206 requirements.
 - Copies of Precedence ROSAs will be made available with a goal of two business days or less to DCMA Eng when requested with understanding that precedence ROSA's are pre-approved engineering when previously approved on an asset by DCMA.

NOTE: Approved Standard Repairs/pre-approved engineering and Precedence ROSAs will be re-assessed for applicability if there is a change in criteria (for example life extension via SLAP) which occur via contract changes.

- Temporary repair dispositions for both non-CSI and CSI components regardless of repair method used.
- All other parts and paperwork that fall outside the above criteria will be reviewed by DCMA QA on an audit / surveillance basis.

3.1.2.8 Dispositions on all non-conformances requiring DCMA review will be routed to DCMA by Contactor. Contractor will route Non Conformance Records (NCRs) to ENG or QA accordingly. DCMA-QA will route dispositions to DCMA-ENG for further investigation as appropriate. Dispositions returned or rejected by DCMA shall use the appropriate re-assign reason code (if available) in the GOLD-ESP system and include a description for return/reject. All rejected NCRs by DCMA Engineering/ DCMA QA will be routed back to the respective DCMA originator with all issues being addressed before final approval.

3.1.2.9 Contractor will identify the part criticality in their discrepancy write-up, as defined in the NAVAIR Joint Deficiency Reporting System (JDRS) Critical Item Management (CIM) database.

3.1.3 Documentation: All engineering analysis and documentation prepared under this SOW by the Contractor will remain proprietary to and the property of the Contractor and will not require submission to the USG other than for those conditions identified above (i.e. MAJOR Dispositions, CSI exceptions, NAVDER surveillance) where such analysis submission to NAVAIR for its review and approval. In all cases, all engineering analysis, disposition and like data prepared by the Contractor will be considered non-deliverable under this contract in the performance of this statement of work, but will remain subject to DCMA surveillance IAW ISO 9001 guidelines AND in accordance with

the terms of the approved NAVDER Program Manual, Revision D dated 16OCT2023 and as specified in the individual(s) appointment letter from NAVAIR.

3.1.4 Waivers: Requests for Waivers shall be prepared in accordance with MIL-STD-973, section 5.4.4. Major or critical waivers shall be submitted to the PCO for approval. Minor waivers shall be submitted to the DCMA for approval. Any repairs with an unapproved major/critical or minor waiver are done at the Contractor's own risk. If the Government disapproves the major/critical or minor waiver, the Contractor shall replace or correct any affected items. The Contractor is not entitled to any equitable adjustment to the contract price or terms based on the Government's disapproval of a major/critical or minor waiver.

4.0 Quality Assurance Provisions:

4.1 Quality System Requirements: During performance of this contract, the contractor shall maintain a quality system that meets, at a minimum, the requirements of ISO 9001 and SAE AS9100. The Government has the right of review and approval of the Contractor's Quality System.

4.2 Government Source Inspection: Government inspection of the repaired asset (or BPR/BER asset) shall be in accordance with FAR 52.246-2, Inspection of Supplies - Fixed-Price, at source by the DCMA-QAR unless otherwise specified in the SOW or PO. The DCMA QAR or their delegate shall conduct final DD250 and review of completed planning/work orders. This inspection shall assure that the items repaired conform to the performance required to provide Ready For-Issue material. The DCMA-QAR, or their delegate, retains the authority to require the contractor to conduct or re-conduct any tests deemed necessary to ensure compliance with the requirements of this contract. Source Inspection requirements shall be defined in the Purchase Order to The Contractor.

4.3 Nonconforming Material: Material Review Authority (MRA) shall be administered in accordance with established policies and procedures for repair parts and piece parts that are intended to be utilized for the repair of the inducted asset. (Nonconforming Material in the context of this SOW does NOT relate to the inducted "F" condition retrograde which may reflect nonconforming conditions and nonconforming material that result in a non-RFI asset and which serves as the repair work scope for this contract.)

4.4 First Article Inspection: The Contractor shall develop a First Article plan to validate the component repair process. This plan shall include provisions to evaluate the impact of major process changes on the repair process.

5.0 Calibration: The contractor shall maintain a calibration system that meets the requirements of ANSI/NCSL Z540, or ISO-10012-1.

6.0 Preservation, Packaging and Shipping:

6.1. Preservation and Packaging: Preservation and packaging that shall afford adequate protection against corrosion, deterioration and damage shall be utilized. This includes parts in production, storage and shipment. Shipping crates shall be retained and used for the shipment of Ailerons. The repair of minor crate damage shall be considered within the scope of this SOW. If a crate is too heavily damaged for reuse, Contractor will provide a replacement shipping container.

6.2 Shipping: The shipping instructions shall be defined in the NAVSUP Repair Order.

ATTACHMENT B

AYC-1504 (Initial Release thru A1) Coldwork & Life Limit Repair on O/B Lower Skin

STATEMENT OF WORK

Statement of Work for Repair/Modification of F/A-18E/F and EA-18G R1 Trailing Edge Flaps (TEF R1)

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Note: the term “modification” shall be interchangeable with “upgrade” when used in this contract.

1.0 SCOPE: This Statement of Work (SOW) defines the requirements for the induction, teardown/evaluation, First Article Inspection (FAI), repair scope determination and actual repair and/or process for non-repaired F/A-18E/F and EA-18G R1 Trailing Edge Flaps (TEFs). This SOW also includes the requirements for upgrading (modifying) TEFs per applicable Accessory Changes (AYCs), as required. A repair without upgrade (modification) but which incorporates all other Technical Directives (i.e. AYBs as applicable) per paragraph 1.4.1. and otherwise meets the requirements of paragraph 1.4.1. is a “Standard Repair” under this RFP/contract. P/N 74A182004 and 74G182004 TEFs are referred to as “R1” TEFs, whereas the redesigned P/N 74A183101 TEFs are referred to as “R2” TEFs. R1 and R2 TEFs share similar form, fit, and function. R2 TEFs are NOT included in this SOW, however, and have their own, separate, R2 SOW. This does not cover U.S Navy Flight Demonstration Squadron (Blue Angels) requirements. If a Blue Angels component is received under this vehicle, immediately contact the PCO for further disposition.

1.1 General: The U.S. Government retrograde classified as “F” Condition to be furnished hereunder shall be inducted, inspected, and repaired where technically feasible and within contract scope in accordance with the terms and conditions specified in this contract. Government Furnished Property, including equipment such as fixtures, jigs, dies, patterns, mylars, special tooling, special test equipment, or any other manufacturing aid required for the repair, manufacture and/or testing of the subject item(s) will not be provided by the Government and shall be the responsibility of the Contractor unless specifically identified to be provided as Government Furnished Equipment/Tooling/Special Test Equipment/Material under this contract. The foregoing applies notwithstanding any reference to such equipment or to the furnishing thereof that may be contained in any drawing, manual or specification for the contract items. The SOW shall take precedence over the Technical Data Package (TDP) in cases of conflict. In the event of a conflict between any technical data requirements, the Local Engineering Specification (LES) supersedes all other technical data, unless otherwise indicated. If clarification is required, the contractor request support by submitting a Request for Technical Information (RFTI) to the North Island Engineering Fleet Support Team (FST) for clarification. The contractor is required to submit Request for Technical Information (RFTI) where LES indicate “Contact Engineering”.

1.2 SRC Cards: Upon completion of repair or repair/modification, the Contractor shall fill out a Scheduled Removal Component (SRC) card and enter repair/modification/inspection data into NALCOMIS OOMA Auto Log Set. The contractor will send a copy of the SRC card of the overhauled / Ready For Issue (RFI) assembly to the repository address (CMIS.gm.fct@navy.mil).when sold back to the Navy. Contractor must maintain traceability of components throughout the overhaul / refurbishment process.

1.2.1 SRC Requirements: SRC cards shall be supplied with the units. The Contractor shall examine the SRC card to determine the flight hours for the unit. If flight hours are not available, or if the SRC card has been lost, see paragraph 1.2.1.1. If the component flight hours (CFH) exceed 5400, the Contractor shall not induct the unit for

repair and shall contact the Procurement Contracting Officer (PCO) for further instructions. Note that R1 TEFs that are at or approaching 4000 flight hours must comply with 4K repair/rework, if not already incorporated. 4K FH rework shall NOT be incorporated any earlier than 2900 component flight hours (CFH) and no later than 4000 CFH. Check SRC card to determine if 4K repair/rework has been previously incorporated or not.

1.2.1.1 Flight Hour Updates and SRC Card Reconstruction: The Contractor shall notify the PCO, and the NAVAIR POC, within one working day if the SRC card is lost or if the card does not contain the required flight hour data. If the SRC card is lost, the Contractor shall request the Navy to reconstruct a new SRC card for the component. When directed by the Navy, the Contractor may reconstruct SRC cards. These will be prepared in accordance with the instructions given in the NAVAIR manuals, standard Navy practice and in accordance with any special Navy instructions. If the SRC card lacks proper flight hour or FLE data, the Contractor shall request the Navy to provide this data so it can be entered onto the existing SRC card. The point of Contact for SRC reconstruction, flight hour and FLE data is NAVAIR Kenneth Wilson Ph. # (619) 545-3763 email: kenneth.wilson2@navy.mil.

1.3 Teardown & Inspection Requirements: Contractor shall perform the following Teardown and Evaluation tasks, for the TEF R1 Configuration to the extent necessary and applicable, to determine technical and/or contractual reparability and the associated related work scope of each inducted asset. Sequencing of the applicable tasks shall be defined by Contractor with the discretion that not all tasks are applicable once reparability/scope can be determined.

A) Inspect to identify whether there are any outstanding Technical Directives (AFB's, AYC's, AYB's, etc.) that have not been incorporated. See Attachment B for contractually recognized baseline

B) Remove trailing edge boots.

C) Visually inspect UPR, LWR, and LE skins and fastener holes for damage/wear. Make note of any drain hole(s) found plugged in the incoming condition. Cover drain hole(s), as applicable.

D) Remove coatings (as required) using Government/OEM approved methods. Hand sanding shall be utilized on those areas where any skin damage is visually noted.

E) Perform visual inspection for any previous repairs to include SRC card review with the objective of identifying suspect conditions. Any visual indications of previous repairs will be assessed using additional data obtained from the NDI performed on this unit. Any previous repairs identified through this visual and NDI assessment where such are believed to be suspect, substandard, or degraded based on Contractor T&E assessment will be removed or investigated in more detail. The Contractor will assess if additional Over and Above engineering analysis/repair effort would be required to consider the unit as RFI prior to delivery if not included in planned repairs for such unit associated with incoming discrepancies.

F) For units that are not receiving a 4K repair, perform zonal NDI MAUS on the TE wedge upper and lower skins. Zonal area consists of 6" aft of the rabbet step (6" forward rib ends) across the inbd to outbd edges. (Note: If LE skins are removed per step 1.3 G), perform ultrasonic inspection at exposed rabbet step). For those units receiving a 4K repair (IAW SOW Rules of Induction), additional NDI shall be completed IAW the applicable 4K Repair drawing (74R092341, Rev: A dated 11.08.2014) to identify any defects. (NDI shall include 100% MAUS inspection). Ensure all Delam, Disbonds and Dent depths are documented. (Note: If 4K is being incorporated AYB-1275 is not applicable). Contractor shall utilize Government/OEM approved MAUS/Ultrasonic NDI equipment/methods.

G) Perform visual inspection of LE internals (LE ribs, IML of LE skins, FWD spar web/ IML flanges) via approved inspection technique (i.e. borescope) for any damage/wear/corrosion. If any damage/wear/corrosion is noted, LE skins shall be removed as required for further evaluation. 4K, 4K/Plan A and "Spar Out" units will use ME Planning to remove and document skin removals to facilitate further inspection and subsequent repairs.

H) Remove and discard inboard and outboard bearings from inboard and outboard hinge (shroud actuator lugs included) for units that have evidence of flight hour usage. If unit is new or has no flight hours since last repair, Contractor may elect to inspect and retain bearings if no damage/wear is noted. Inspect bushings but do not remove unless condition of bushing warrants removal and disposal. (Note: If Inboard Hinge is being replaced, then bearing and bushing tasks are not required and AYB-1275 is no longer applicable.)

I) Visually inspect in and around inboard and outboard hinge lug bores (shroud actuator lugs included) and surrounding lug surfaces for defects including but not limited to, gouges, corrosion, cracks and measure lug bore inner diameter and countersink per blueprint and determine if out of tolerance when the Inboard and/or Outboard Hinges are not being replaced as part of the repair effort. (Note: If Inboard Hinge is being replaced in conjunction with 4K, then visual inspection and AYB-1275 are no longer applicable.)

J) Perform detailed visual inspection of Inboard and Outboard Hinge lug bores (shroud actuator lugs included) and surrounding lug surfaces for defects after monoballs are removed and discarded. For Inboard Hinge, perform eddy current inspection if hinge is not being replaced as required by AYB-1275. (If Inboard Hinge is being replaced, no inspection/no AYB-1275 required.) (Surface eddy current inspection techniques shall be utilized to address any Outboard Hinge visual findings per liaison engineering direction.)

K) Visually inspect (Wedge assy) inboard and outboard rib for damage/wear. Look for signs of cracked sealant, degraded coatings, and signs of moisture intrusion.

L) For all fracture critical structures, any hole that exhibits significant elongation, scoring, corrosion or any additional damage shall be eddy-current inspected per Government/OEM approved NDI techniques and submitted to local engineering for further evaluation. For all other surfaces, holes that exhibit significant elongation, scoring, corrosion or any additional damage shall be visually inspected and evaluated as necessary per Contractor Engineering processes

M) For any C/Ep holes that exhibited visual damage, perform A-Scan inspection of area surrounding holes per Government/OEM approved NDI techniques.

N) NDI shall be performed per local engineering direction on any visually located crack in order to determine the extent of the defect.

1.4 Repair & Upgrade Requirements: Contractor repair efforts under this contract will yield F/A-18E/F and EA-18G R1 TEFs that are in a RFI condition. RFI is defined as that condition allowing the items to perform properly and reliably in an operational environment in a manner they were intended to operate. "Repair" means render RFI (and incorporate Technical Directives). "Upgrade" (modify) means render RFI, and incorporate Technical Directives per paragraph 1.4.1.3 and Attachment B.

1.4.1 The Contractor Repair and Technical Directive Incorporation Requirements: The Contractor shall provide the necessary facility, labor, materials, parts, test capability, tooling and equipment required to perform all repairs, modifications and Technical Directive incorporation. R1 TEFs shall be delivered in a RFI condition. The Contractor must perform all repairs and Technical Directive incorporations at the facility or at a subcontractor approved by the OEM or government. Requests for approval of changes to a repair source or repair facility shall be submitted in writing to the PCO prior to making any such change. Any repairs performed using an unapproved repair source or facility are done at the Contractor's own risk.

1.4.1.1 Replacement of Damaged Structure: Contractor shall utilize released FST Engineering, OEM approved, and Government approved Contractor repair procedures and processes to complete the standard repair of F/A-18 E/F R1 TEF where within contract scope and not otherwise deemed Beyond Physical or Beyond Economic Repair. USN F/A-18E/F and EA-18G Interactive Electronic Technical Manual (IETM), USN Local Engineering Specifications (LES) are also recognized as approved engineering for Contractor utilization. A Standard Repair shall be limited to repair of damage induced as a result of normal Navy operations and maintenance of a TEF R1 configuration.

A repair task will be considered to be an Over and Above Repair (OAR), i.e. not within the pricing of this contract and thus requiring submission of a price proposal when significant incoming damage is present. As an example, damage that resulted from an abnormal event, induced by human factors, or where the required repairs are a result of repair attempts that have been previously initiated and abandoned pre-induction, or where those repair attempts further complicate the required repair. Repair of OAR items shall be accomplished IAW an individual proposal and order placed under an OAR ordering Contract Line Item Number (CLIN) of this contract (or via modification of a delivery order). The Contractor will not proceed with OAR effort until a pricing proposal (including a proposed delivery schedule) is accepted by the NAVSUP PCO and an order for such work is placed or a delivery order is modified.

***Repair Tier information will be located as an Attachment to the Delivery Order for this SOW effort entitled "Repair Tier Matrix".**

1.4.1.2 Prime and Paint Requirements: The Contractor shall remove exterior primer and paint via approved engineering methods. R1 TEFs shall be primed and painted in accordance with latest spares configuration minus stencil.

1.4.1.3 Incorporation of Technical Directives: The Contractor shall inspect to identify whether there are any outstanding Technical Directives (AFC's, AFB's, AYC's, AYB's, etc., latest revision and/or amendment) that have not been incorporated. If a TD has not been previously incorporated that is applicable to the inducted asset and is identified within the contract TD baseline (see Attachment B), then the Contractor shall proceed to incorporate requesting the applicable AYC kits from the USG through the CKA ordering process. The SRC card shall be updated to reflect the incorporation of the Technical Directives. The Contractor shall also verify whether there are additional TDs that need to be complied with that are not currently identified on the contract TD baseline. If there have been any additional TD's released that are not in the contract TD baseline, then the Contractor shall notify the PCO and request direction as to whether incorporation is desired or if the Contractor should note the TD as "NINC" on the SRC card. If incorporation is desired, then the Contractor shall submit a proposal pursuant to the OAR ordering CLIN of this contract, provide a cost, and schedule impact for the immediately affected unit and the remaining Flight Control Surfaces to be inducted under the contract. The Contractor shall not proceed with incorporation of this TD on any assets until a contract modification has been issued. Where incorporation on immediately affected units is not possible within the repair process given the cycle time for OAR contracting, Contractor shall provide a prospective implementation date for remaining inductions under the contract and proceed with a NINC note on the SRC card for units that will be repaired prior to that implementation date.

1.5 Beyond Repair R1 TEFs: An R1 TEF may be Beyond Physical Repair (BPR) or Beyond Economical Repair (BER). An R1 TEF shall be considered BPR or BER if the conditions of paragraph 1.5.1 or 1.5.2, respectively, are met. For BPR determinations, the Contractor shall provide the basis of the determination to the PCO with the contract modification request for DD250 processing and approval of the BPR/BER disposition. For BER determinations, the anticipated repair effort a potential cost/risk impact shall also be provided to the Government. After Government receipt of the required BPR/BER documentation, the Contractor shall have the component placed on work stop and await Government disposition instructions. The Contractor is not authorized to proceed until contract modifications or other disposition direction is provided by the PCO. The Contractor shall perform any disposal ordered by the Government in accordance with all applicable government disposal procedures and requirements.

1.5.1 Beyond Physical Repair (BPR): A component shall be considered BPR if, as an example, significant interior corrosion, significant core node bond failures or blown core, or large skin disbands are discovered. Other conditions may warrant at BPR determination dependent on Contractor Engineering dispositions.

1.5.2 Beyond Economical Repair (BER): The Contractor shall submit BER documentation to the Government when technical or OAR cost risk are such that the unit may not be economically viable for repair given the remaining available flight hours or potential for emergent BPR risk. The PCO shall review and provide a determination to a) consider the unit as BER and provide a contract modification to DD250 the unit as a BER unit based on the Repair Tier Matrix located in the delivery order / or if the cost to repair the unit exceeds 80% of the replacement price as stated on the Exhibit A (list of items) of the BOA Contract on which this Delivery Order is issued under; b) continue proceeding with repair if no OAR conditions are present recognizing the potential for emergent BPR risk, or c) or request a proposal for the OAR repair tasks if present. Contractor shall place unit on hold pending outcome of the PCO response to the initial BER documentation submittal.

1.6 Missing on Induction (MOI): Subsequent to the receiving inspection of the incoming retrograde (prior to induction) to check for shipment damage, peripheral hardware where applicable (i.e. Stab Arms) and the required SRC cards, Contractor shall conduct a complete induction inspection after induction to verify that all required parts that are considered GFM with the asset are present and accounted for with the DCMA-QAR verifying such. Where such GFM is missing, an MOI inventory will be created and provided to the PCO for review and concurrence. Contractor will include an assessment if previously harvested GFM from prior BPR units can be utilized to fulfill the MOI items. Contractor shall continue with teardown and evaluation of the asset while PCO determines if unfulfilled MOI parts are to be furnished by the U.S. Government or if the Contractor shall secure such parts and submit an OAR price impact for the additional provision of such parts.

1.7 Repair and Consumption Data: The Contractor shall be responsible for retaining a history of the repair actions associated with a repaired R1 TEF. This includes data related to the specific repair actions required and the parts removed and/or replaced to complete the repair activity. The Contractor will make available, to the PCO, copies of engineering dispositions and substantiating strength documentation related to Major Deviations or PQDRs associated with a repaired R1 TEF as requested.

2.0 Parts and Material: All parts and material used in performance of this contract shall be in accordance with the latest approved revision of applicable drawings and specifications and shall be new in accordance with FAR 52.211-5, Material Requirements, which is incorporated by reference herein. Authorization to use other than new material, as defined by FAR 52.211-5, requires written approval from the PCO except for serviceable fasteners. In addition, cannibalization must be approved in advance by the PCO. Cannibalization of units that have not been inducted is not authorized and requires specific approval by the PCO.

2.1 Parts and Material Requirements: As noted above, the Contractor shall utilize up to date drawings and specifications for parts and material required for repairs performed under this contract.

2.2 Purchased Material Control and Parts Control: The Contractor shall establish and maintain a system of control over purchased parts and material. Such controls shall, at a minimum, assure that the parts and material purchased are in compliance with the requirements of this contract. Purchased parts and material conformance shall be assured by utilizing the methods defined in paragraphs 2.2.1 through 2.2.3 (individually or in combination). An approved property management system per FAR 45.5 shall be utilized to control Government Owned Property.

2.2.1 Critical Parts: An item is designated a Critical Safety Item (CSI) if failure of this item may lead to catastrophic or critical consequences for personnel or equipment. An item is designated a Critical Application Item (CAI) if failure of this item can impact system performance or mission capability, significantly reduce fleet readiness, significantly increase maintenance actions, or cause severe environmental damage. Prior to fabricating or procuring a part, criticality of that part must be defined. The official repository for this information, along with any approved sources

of supply, is in the Joint Deficiency Reporting System (JDRS). CSI/CAI parts may only be procured from approved sources of supply. If the criticality of the part is not listed in JDRS, the Contractor shall contact the F/A-18E/F and EA-18G FST in order to obtain this information.

2.2.2 Receiving Inspection: The parts or material procured by the Contractor or by the Contractor's subcontractors shall be inspected upon receipt to assure conformance with all requirements of the applicable drawings and specifications. Records of such inspection shall be maintained for Government review for at least twenty-four (24) months following the conclusion of the contract.

2.2.3 Approval of a Purchased Part and Material System: The Contractor shall maintain a system for assuring conformance of procured parts and materials to contract requirements. This system shall be subject to Government approval and review. The Contractor is primarily responsible for approval and monitoring of their subcontractors' systems used to procure parts and materials.

3.0 Configuration Management: The Contractor shall maintain a Configuration Management Plan in accordance with MIL-STD- 973. While MIL-STD-973 is not currently in effect, the Contractor and the Government agree that the provisions of this MIL-STD are applicable to this contract.

3.1.2 Engineering Requirements and Disposition: Reference (1) F/A-18EF and EA-18G SERVICE LIFE BULLETIN (SLB) NR 013 AM2 (2) US NAVY F/A-18 E/F and EA-18G STRUCTURAL NAVAIR DESIGNATED ENGINEERING REPRESENTATIVE (NAVDER) PROGRAM MANUAL, REV. D, 16OCT2023.

3.1.2.1 The Contractor shall prepare engineering dispositions and supporting stress / fatigue analysis, as required, to address in coming "F" Condition retrograde and return such to a Ready for Issue "A" Condition status. "A" Condition is defined as no more than a serviceable condition for the remaining flight hours established for each peculiar flight control surface per the engineering disposition for each "F" Condition retrograde asset inducted under the subject contract.

3.1.2.2 The Contractor shall perform analysis associated with the nonconformance to demonstrate the dispositions meet the F/A-18 E/F Flight Control Surface service life define in Table 2 of Reference (1).

3.1.2.3 The Contractor shall perform the engineering analysis and dispositions required for execution of the Teardown and Evaluation and Repair Scope of this contract utilizing the engineering authority herein granted to the Contractor under this contract for the unilateral approval, release and implementation of such dispositions when utilizing pre-released/pre-approved (by USG) documents, i.e.- Local Engineering Specification (LES), Interactive Electronic Technical Manuals (IETMS), Standard Repair Manual (SRM), Local Standard Repair Procedures (LSRPs), Cecil Field-Local Engineering Specifications (CF-LESSs), Temporary Authorized Disposition (TADs), Standard Repair Procedures (SRPs) and Process Specs OEM publications (LSRPs, CF-LESSs, TADs, SRPs and Process Specs), NAVAIR and OEM precedence dispositions and analysis. Any new repair disposition or analysis required for the execution of a repair shall have an analysis summary uploaded to an accessible location which is subject to government surveillance but which the Contractor retains engineering.

In addition to the Material Review (MR) authority herein granted to the Contractor as provided in the preceding paragraph, the contractor is further provided the engineering authority as granted by the F/A-18 E/F & EA-18G Naval Air Systems Command Designated Engineering Representative (NAVDER) Program, Reference (2) which is also authorized under this contract for engineering analysis, dispositions and implementation of such as required for Contractor execution of the Teardown & Evaluation and Repair work scope of this contract. The Contractor and subcontractor employees that are authorized as NAVDER agents will be appointed by NAVAIR Air Vehicle Engineering Structures Division Head, Technical Warrant Holder (TWH), or the delegated Deputy TWH, to operate in

the capacity of a Company NAVDER, in accordance with the terms of the approved NAVDER Program manual, Revision D dated 16OCT2023 and as specified in the individual(s) appointment letter from NAVAIR.

The Contractor may utilize NAVDER in performance of this contract, as applicable, and such NAVDER services rendered by the Contractor shall be governed by the terms and conditions of this contract. In the event a Contractor NAVDER is temporarily unavailable, NAVAIR AVE or North Island Fleet Support Team (FST) Engineering can perform necessary approvals upon request by the Contractor NAVDER. The appropriate NAVAIR AVE or FST Subject Matter Expert (SME) will have fifteen (15) manufacturing days to review the submitted disposition package. If subsequent NAVAIR AVE or FST SME reviews of a disposition package or supporting strength documentation are required, the appropriate NAVAIR AVE or FST SME will have ten (10) manufacturing days to review the updated submittal.

The NAVAIR AVE TWH or the delegated Deputy TWH will retain cognizance over all Contractor NAVDER technical decisions.

3.1.2.3.1 The NAVDER engineering authority delegated to the Contractor is limited to MINOR Dispositions.

3.1.2.3.2 MAJOR dispositions require appropriate NAVAIR AVE or FST SME review and concurrence.

3.1.2.4 For each MAJOR disposition, the Contractor shall provide the dispositions and supporting strength documentation IAW the NAVDER Program Manual, Revision D dated 16OCT2023.

3.1.2.5 The definitions of disposition classifications are as follows:

3.1.2.5.1 MAJOR REPAIR DISPOSITION: a disposition which results in the following:

- Repairs that impact defined critical characteristics.
- Repairs that significantly alter the primary structural load path, an internal load redistribution or significant local stiffness.
- A strength (envelope restriction) or service life limit (contact NAVAIR-FST POCs if there are questions of T/M/S service life limits).
- An alteration or modification of an SLAP/SLEP/SLM hotspot, inspection or life limited location.
- A violation of agreed structural design criteria as documented in SWP4330-001, "Strength Analysis and Documentation for Repairs and Modifications", F/A-18 E/F SLM Repair Design Guidelines, Fatigue Analysis Procedure Manual (FAPM) or other Boeing/NGC structural design documents.
- Repairs that impact Component Interchangeability or Maintainability Requirements.
- Repairs that exceed SRM/IETM repair weight allowable.
- Repairs that do not meet aerodynamic or Radar Cross Section/Low Observable (RCS/LO) performance requirements.
- Any modification that adversely affects an as-tested fatigue enhancement.
- Repairs that add new parts that alter the configuration of the structure for the affected aircraft. Including, but not limited to; splice fittings, straps, bathtub fittings, replacement with a different material, repair angles, etc. Doublers, straps, and angles, which share load due to loss of material and do not splice the entire load path of the feature, would be considered minor repairs.
- Repairs that change Aerodynamics, Flying Qualities, or flutter.
- Subsystem modifications that deviate from IETMs or Standard Repair procedures.

3.1.2.5.2 MINOR DISPOSITION: All dispositions other than MAJOR. Repetitive MAJOR dispositions can be reclassified as MINOR with Government concurrence.

3.1.2.6 Final dispositions of the following nonconformance type repairs will be routed for DCMA approval prior to repair work being performed:

- Repairs concerning CSI items as defined above (QA)
- Repairs that include (MGI) Mandatory Government Inspection Points (QA)
- Repairs requiring O&A funding (QA)
- Repairs that are Use As Is (UAI) that are accepted with no work performed (QA)
- Major repair dispositions as defined above (QA/ENG)
- Minor repair dispositions that have not been reviewed by a NAVDER (QA/ENG)

3.1.2.7 Final dispositions of the following nonconformance type repairs that are not required to be routed to DCMA QA or ENG for repair approval:

- Standard approved repairs/pre-approved engineering that are addressed in approved documentation, including but not limited to, SRP's, LSRP's, SRM's, FST LES's, CF-LES's, IETM's, P.S. and any other associated approved documentation. Boeing documents include SRP, LSRP, P.S., CF LES and Navy documents include SRM, FST LES, IETMs (approved & Boeing released). Boeing SRPs and P.S. are approved for use as pre-approved engineering by NAWCAD Letter 13460 AB2200/21.081, dated 04 August 2021 and will require re-approval if revised.
- Dispositions using a Record of Salvage Action (ROSA) that was previously used on an accepted repair (Precedence ROSA), when used for conditions that are the same, or less severe, and for applicable configuration & effectivities. Precedence ROSAs can be used for Major, as well as Minor, repairs
 - For historical record, Record of Salvage Action (ROSA) shall be referenced (when applicable) in the disposition per BCFD-0206 requirements.
 - Copies of Precedence ROSAs will be made available with a goal of two business days or less to DCMA Eng when requested with understanding that precedence ROSA's are pre-approved engineering when previously approved on an asset by DCMA.

NOTE: Approved Standard Repairs/pre-approved engineering and Precedence ROSAs will be re-assessed for applicability if there is a change in criteria (for example life extension via SLAP) which occur via contract changes.

- Temporary repair dispositions for both non-CSI and CSI components regardless of repair method used.
- All other parts and paperwork that fall outside the above criteria will be reviewed by DCMA QA on an audit / surveillance basis.

3.1.2.8 Dispositions on all non-conformances requiring DCMA review will be routed to DCMA by Contactor. Contactor will route Non Conformance Records (NCRs) to ENG or QA accordingly. DCMA-QA will route dispositions to DCMA-ENG for further investigation as appropriate. Dispositions returned or rejected by DCMA shall use the appropriate re-assign reason code (if available) in the GOLD-ESP system and include a description for return/reject. All rejected NCRs by DCMA Engineering/ DCMA QA will be routed back to the respective DCMA originator with all issues being addressed before final approval.

3.1.2.9 Contractor will identify the part criticality in their discrepancy write-up, as defined in the NAVAIR Joint Deficiency Reporting System (JDRS) Critical Item Management (CIM) database.

3.1.3 Documentation: All engineering analysis and documentation prepared under this SOW by the Contractor will remain proprietary to and the property of the Contractor and will not require submission to the USG other than for those conditions identified above (i.e. MAJOR Dispositions, CSI exceptions, NAVDER surveillance) where such analysis submission to NAVAIR for its review and approval. In all cases, all engineering analysis, disposition and like

data prepared by the Contractor will be considered non-deliverable under this contract in the performance of this statement of work, but will remain subject to DCMA surveillance IAW ISO 9001 guidelines AND in accordance with the terms of the approved NAVDER Program Manual, Revision D dated 16OCT2023 and as specified in the individual(s) appointment letter from NAVAIR.

3.1.4 Waivers: Requests for Waivers shall be prepared in accordance with MIL-STD-973, section 5.4.4. Major or critical waivers shall be submitted to the PCO for approval. Minor waivers shall be submitted to the DCMA for approval. Any repairs with an unapproved major/critical or minor waiver are done at the Contractor's own risk. If the Government disapproves the major/critical or minor waiver, the Contractor shall replace or correct any affected items. The Contractor is not entitled to any equitable adjustment to the contract price or terms based on the Government's disapproval of a major/critical or minor waiver.

4.0 Quality Assurance Provisions:

4.1 Quality System Requirements: During performance of this contract, the contractor shall maintain a quality system that meets, at a minimum, the requirements of ISO 9001 and SAE AS9100. The Government has the right of review and approval of the Contractor's Quality System.

4.2 Government Source Inspection: Government inspection of the repaired asset (or BPR/BER asset) shall be in accordance with FAR 52.246-2, Inspection of Supplies - Fixed-Price, at source by the DCMA-QAR unless otherwise specified in the SOW or PO. The DCMA QAR or their delegate shall conduct final DD250 and review of completed planning/work orders. This inspection shall assure that the items repaired conform to the performance required to provide Ready For-Issue material. The DCMA-QAR, or their delegate, retains the authority to require the contractor to conduct or re-conduct any tests deemed necessary to ensure compliance with the requirements of this contract. Source Inspection requirements shall be defined in the Purchase Order to The Contractor.

4.3 Nonconforming Material: Material Review Authority (MRA) shall be administered in accordance with established policies and procedures for repair parts and piece parts that are intended to be utilized for the repair of the inducted asset. (Nonconforming Material in the context of this SOW does NOT relate to the inducted "F" condition retrograde which may reflect nonconforming conditions and nonconforming material that result in a non-RFI asset, and which serves as the repair work scope for this contract.)

4.4 First Article Inspection: The Contractor shall develop a First Article plan to validate the component repair process. This plan shall include provisions to evaluate the impact of major process changes on the repair process.

5.0 Calibration: The contractor shall maintain a calibration system that meets the requirements of ANSI/NCSL Z540, or ISO-10012-1.

6.0 Preservation, Packaging and Shipping:

6.1. Preservation and Packaging: Preservation and packaging that shall afford adequate protection against corrosion, deterioration and damage shall be utilized. This includes parts in production, storage and shipment. Shipping crates shall be retained and used for the shipment of R1 TEFs. The repair of minor crate damage shall be considered within the scope of this SOW. If a crate is too heavily damaged for reuse, Contractor will provide a replacement shipping container.

6.2 Shipping: The shipping instructions shall be defined in the NAVSUP Repair Order.

Active TD's (as needed)

AYB-1275 – IB Hinge Inspection (units with 2800 to 2899 flt hrs if not previously c/w)

AYB-1277 – NDIT UML/LML Wedge skins (1000hrs After 4K incorporation)