STATEMENT OF WORK (SOW)

FOR

F-16 LEGACY STRUCTURAL SERVICE LIFE EXTENSION PROGRAM

(F-16 SLEP)

PRODUCTION MODIFICATION KIT CONTRACT

CONTRACT NUMBER:

FA8232-18-R-0001

REVISION DATE:

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1. SCOPE:

This statement of work defines the requirements necessary to manufacture and/or procure, assemble, and deliver up to the estimated maximum quantity of 841 F-16 Block 40-52, C/D-Model SLEP modification kits necessary to extend the structural service life of these aircraft, in accordance with Government standards and specifications defined in the Technical Data Package (TDP).

1.1. BACKGROUND:

The F-16 USAF SLEP intends to extend the aircrafts current structural service life from 8,000 equivalent flight hours (EFH) up to 13,856 EFH. The SLEP addresses life limiting, fractural critical, and safety of flight critical structure, which was demonstrated during Full Scale Durability Test (FSDT).

Through an Engineering and Manufacturing Development effort, structural modification kits were designed and developed to address life-limiting structural components discovered during the FSDT phase of the program. These modification kits were validated and verified at Ogden Air Logistics Complex (ALC), Hill Air Force Base (AFB), Utah, from 2016-2017.

Upon receipt of modification kits, provided under this contract, the Government will install them onto select USAF F-16 aircraft. There is also a likelihood of Foreign Military Sales (FMS) interest in leveraging this contract to procure SLEP modification kits.

The estimated quantities represent the "maximum" possible aircraft to receive SLEP (USAF and FMS) over the performance period of this Indefinite Delivery/Indefinite Quantity (ID/IQ), firm-fixed price supply contract. The minimum quantity buy is four (4) kits to support First Article Test (FAT) and Low Rate Initial Production (LRIP).

2. APPLICABLE DOCUMENTS:

The following documents are applicable to this Statement of Work and attached Appendices to the extent specified.

2.1. Department of Defense (DoD) Specifications:

Product Number	Product Title	Date
AS 9100C	Quality Management Systems – Aerospace – Requirements	15 Jan 2009
ISO 9001:2015	Quality Systems – Requirements	15 Sep 2015

2.2. DoD Standards:

Product Number	Product Title	Date
MIL-HDBK-896	Manufacturing and Quality Program	8 Aug 2008
MIL-STD-129P	Military Marking For Shipment and Storage	19 Sep 2007
MIL-STD-130N	Identification Marking of U.S. Military Property	16 Nov 2012

MIL-STD-962D	Defense Standards Format and Content	1 Aug 2003
MIL-STD-2073-1E	Standard Practice for Military Packaging w/ Change 1	7 Jan 2011
DODI 3020.37	Continuation of Essential DoD Contractor Services During Crisis	06 Nov 1990, Change 1 26 Jan 1996

2.3. Other Government Documents:

AFPAM 91-210	Contract Safety	14 Feb 1994
N/A	Aviation Critical Safety Item Management Handbook	16 Mar 2011
AFI 20-106	Management of Aviation Critical Safety Items	25 Jan 2006
OO-ALCI 21-113	Nondestructive Inspection	27 Mar 2013
NAS 410	Certification and Qualification of Nondestructive Test Personnel	Rev 4
00-35D-54	USAF Deficiency Reporting, Investigation, and Resolution	1 Oct 2009
SLEP IFM 392-0062	Critical Safety Items Impacted by SLEP Design	14 Sep 2016

3. REQUIREMENTS:

3.1. GENERAL:

3.1.1. The Contractor shall be held solely responsible for requirements defined in this SOW.

3.1.2. The Contractor shall provide a Program Manager for this effort, and address any changes in assignment.

3.2. DETAILED:

3.2.1. PROGRAM MANAGEMENT:

This section addresses program management, logistics and engineering requirements in performance of this contract.

3.2.1.1. The mod kit contractor shall be responsible for manufacturing and/or procuring, assembling, and delivery of the structural aircraft modification kits referenced in Appendix A.

3.2.1.2. All F-16 structural component manufacturers of Critical Safety Items (CSI) (as defined in the TDP, Attachment A's) shall be a qualified source.

3.2.1.3. The Contractor shall manage Critical Safety Items (CSI) in accordance with the Aviation Critical Safety Item Management Handbook, and AFI 20-106, Management of Aviation Critical Safety Items, and as defined below.

3.2.1.3.1. The Contractor shall deliver a Critical Safety Item Inspection and Material Certification Report for all Critical Safety Items procured under this contract (DI-SAFT-81933, CDRL A001).

3.2.1.3.2. The Contractor shall develop, maintain, implement, and adhere to a notification process for non-conforming CSI, per DFAR 252.246-7003. (Critical Safety Item Characteristics and Critical Defect Report, DI-SAFT-80970A, CRL A002)

3.2.1.4. The Contractor shall host an Integrated Program Review (IPR) within 60 days of contract award. The Government team reserves the right to visit all or some of the sub-contractors, to assess implementation of quality management programs and manufacturing processes, and evaluate program risks.

3.2.1.5. Following successful Government acceptance of all designated documents and plans from the IPR, the Contractor shall support, as a minimum, a bi-weekly (every two weeks) teleconference meeting with the Government program team until successful Government acceptance of the first production kits, which follows successful completion of First Article Test (FAT). This meeting addresses contract and delivery status, program risks, schedule status, or other Government agenda items. Subsequent reviews shall be at the discretion of the Government program team.

3.2.1.6. At the Government's discretion, the Contractor shall host a semi-annual (twice a year) program review at their facility. The Government will notify the Contractor in writing, 30 days prior to a planned review, and the Contractor shall provide a final agenda and briefing charts.

3.2.1.7. Following Government acceptance of 1st Article Test assets, the Contractor shall deliver a weekly production (kit delivery) report in accordance with (IAW) DI-MGMT-81867, CDRL A003.

3.2.1.8. The contractor shall develop and maintain an integrated risk management program and conduct monthly risk assessments with the Government program team in attendance (teleconference). The contractor shall deliver a monthly program risk assessment, with issues and mitigations, IAW DI-MGMT-81809, CDRL A004.

3.2.1.9. The Contractor shall develop, maintain and deliver an initial integrated master schedule, with critical path analysis IAW DI-MGMT-81861A, CDRL A005.

3.2.1.10. The contractor shall implement an effective monitoring process of the supply chain and the material and manufacturing industrial base for Diminishing Manufacturing

Sources and Material Shortages (DMSMS). The contractor shall report issues, along with recommended corrective actions, which may impact execution of this contract to the Government within 30 days of identification.

3.2.1.11. The Contractor shall define all warranties (stated and implied) for all kits, material, and workmanship.

3.2.1.12. The Contractor shall conduct a quality management program that complies with ISO 9001:2015 & AS 9100C (or equivalent quality management approach) for U.S Government delivered kits. This program shall address the applicable processes and procedures used in the quality management and handling of CSI components. It shall also address their proposed ISO 9001 (or equivalent) quality management approach, which compares it to the elements in ANSI/ASCQ-Q9001 and is correlated to the reduction of program risk.

3.2.1.12.1. For kit shipments to NATO countries: The Contractor shall conduct a quality assurance program that complies with NATO standards agreement (AQAP-2120).

3.2.1.13. The Contractor shall develop and maintain a process to report, track and resolve kit discrepancies IAW T.O 00-35D-54, USAF Deficiency Reporting, Investigation, and Resolution. Tracking and reporting shall be included in the Monthly Production Report (DI-MGMT-81867, CDRL A003).

3.2.1.13.1. The Contractor shall resolve all discrepancies within 30 calendar days at contractor's expense, and future kit deliveries shall be free of previously identified discrepancies.

3.2.1.14. The Contractor shall have a thorough understanding of IUID marking requirements, databases, engineering evaluation requirements, verification, and data and configuration management relating to IUID marking.

3.2.1.14.1. The Contractor shall ensure all appropriate components and modification kit containers meet Item Unique Identification (IUID) requirements IAW MIL-STD-130N and DFARS 252.211-7003.

3.2.1.14.2. The Contractor shall report IUID compliance using the US Government's IUID Registry.

3.2.1.15. The contractor shall be responsible for shipment of all kits to FB2029, Hill Air Force Base, where the Government will accept (DD250) them within 5 business days. The SLEP Government Program Manager will be the focal point for completing DD250s in Wide Area Work Flow (WAWF).

3.2.1.15.1. The Contractor shall be responsible for appropriately packaging and delivering all modification kits in compliance with general overseas shipment requirements per MIL-STD-2073-1E w/ Change 1. The contractor shall not modify or re-configure any structural component Special Packaging Instruction (SPI) container which is included in these kits.

3.2.1.15.2. All kits shall be delivered to the designated U.S Government kit manager, as directed by contractual instructions. However, the Government intends to distribute some of these kits to overseas depot facilities throughout performance of the contract.

3.2.1.16. The Contractor shall clearly mark packages IAW contract requirements. External marking requirements shall include the: contract number (with delivery order #), Kit National Stock Number (NSN), master kit parts list (MKPL) number, kit description/nomenclature, box number (i.e. 1 of 3, 2 of 3, etc.), and total weight. The package will include an inventory list (including NSN, part number, nomenclature, Cage code, and quantities).

3.2.1.16.1. Individual modification kits shall be bundled, banded, combined, and/or identified and delivered as a single kit under the Kit NSN.

3.2.1.17. The potential exists for engineering changes throughout performance of the contact. Therefore, the Contractor shall establish, maintain, implement, and adhere to a configuration control process to ensure only the latest technical data is used to manufacture parts and assemble kits.

3.2.1.18. The Contractor shall be capable of incorporating and tracking kit changes via supplemental kit releases.

3.2.1.19. For the initial purchase order of four (4) complete aircraft sets of modification kits, FAT is required for all CSI and non-CSI manufactured parts. Additionally, from the initial four (4) sets of delivered aircraft kits, the Government will randomly select one of each modification kit to complete FAT. The initial test will be funded by the Government. Any subsequent "re-testing" as a result of non-confirming or non-qualified parts will be conducted at the contractor's expense.

3.2.1.19.1. If a manufacturing source changes during the performance of this contract, a FAT is required as soon as possible on the first production asset manufactured under the change (as specified in in the Aviation Critical Safety Item Management Handbook). Kit deliveries from the proposed new manufacturer will not be accepted until

successful completion of FAT. Testing shall be accomplished at the Governments 1st article test lab, Hill AFB, Utah, and at the contractor's expense.

3.2.2. MODIFICATION KIT DELIVERY

3.2.2.1. The contractor shall deliver fully assembled kits between 12 and 24 months following receipt of a purchase order, in accordance with the Governments delivery schedule, as defined in the contract. Early deliveries are acceptable, upon prior Government approval.

3.2.2.2. If multiple purchase orders are levied within the same fiscal year (1 Oct to 30 Sep), each purchase order shall have its own delivery schedule. Additionally, each purchase order awarded within the same fiscal year, shall reset the quantity discount buy level to zero (not cumulative based on previous orders), unless bi-laterally negotiated and approved prior to award.

3.2.2.3. For multiple purchase orders received during the same fiscal year, the Government is willing to discuss extended delivery schedules, when cumulative orders exceed 60 aircraft modification kits over a 12 month rolling average.

3.2.3. CONTRACTOR FURNISHED EQUIPMENT / MATERIAL (CFE/CFM):

3.2.3.1. The Contractor shall provide all facilities, equipment, materials, and manpower to accomplish all work activities.

3.2.4. GOVERNMENT FURNISHED EQUIPMENT / PROPERTY / MATERIAL (GFE/GFP/GFM):

3.2.4.1. The Government will provide five (5) 5"x 33"x 85" aluminum-lithium rolled plates (Al 2.8 Cu – 1.5 Li) per FMS-4097 as GFM within 30 days of the initial contract award to support manufacturing of five (5) FS479 bulkheads. All subsequent procurement of Al-Li material shall be at the responsibility of the contractor.

3.2.5. MISSION ESSENTIAL STATEMENT

3.2.5.1. In accordance with DoDI 3020.37, *Continuation of Essential DoD Services During Crisis*, the Functional Direction determined that this effort is not considered mission critical and will not continue in the event of a crisis.

3.2.6. Contract Data Requirements List Table

CDRL	DID	Title Of Data	SOW Reference
A001	DI-SAFT-81933	Critical Safety Item Inspection and Material Certification Report	3.2.1.3.1
A002	DI-SAFT-80970	Critical Safety Item, Characteristic and Critical Defect Report	3.2.1.3.2
A003	DI-MGMT-81867	Production (kit delivery) Report	3.2.1.7
A004	DI-MGMT-81809	Risk Management Status Report	3.2.1.8
A005	DI-MGMT-81861A	Integrated Master Schedule	3.2.1.9

APPENDIX A

Modification Kit Listing

CLIN	MKPL No	KIT NSN	Nomenclature
0001	MK5420 A	1560K01042 39A WF	Replace 16B5250 FS 341 Lwr Blkhd & mod Fuel Shelf Web
0002	MK5420 B	1560K01042 39B WF	Replace 16B5250 FS 341 Lwr Blkhd & mod Fuel Shelf Web
0003	MK5420 C	1560K01042 39C WF	Replace 16B5250 FS 341 Lwr Blkhd & mod Fuel Shelf Web
0004	MK5420 D	1560K01042 39D WF	Replace 16B5250 FS 341 Lwr Blkhd & mod Fuel Shelf Web
0005	MK5438 A	1560K01042 37A WF	Mod 16W1014 LH/RH Wing Assy
0006	MK5437 A	1560K16024 35A WF	Mod 16W1030 Wing Box Assy - Left Hand
0007	MK5437 B	1560K16024 35B WF	Mod 16W1030 Wing Box Assy - Right Hand
0008	MK5425 A	1560K01042 44A WF	Mod 16B5135 BL 54 Closure Rib
0009	MK5433 A	1560K01042 40A WF	Mod 16B5132 Closure Beam
0010	MK5453 A	1560K01022 67A WF	Mod 16D4037 Bracket Installation
0011	MK5426 A	1560K01042 34A WF	Mod 16B5235/16B5245 FS 309/325 Lower Bulkhead
0012	MK5423 A	1560K01042 43A WF	Mod 16B6827 Outbd Horizontal Tail Support Beam
0013	MK5460 A	1560K01021 80A WF	Replace 16B1130 Canopy Sill Longeron F-16C
0014	201716924-10	1560K01021 18A WF	Replace 16B2101/16B2103 Canopy Sill Longeron F-16 D
0015	201716924-30	1560K01021 18B WF	Replace 16B2101/16B2103 Canopy Sill Longeron F-16 D
0016	MK5441 A	1560K01042 45A WF	Mod 16B5316 Ctr Fuselage Upper Skin
0017	MK5441 B	1560K01042 45B WF	Mod 16B5316 Ctr Fuselage Upper Skin
0018	MK5414 A	1560K01042 38A WF	Replace 16B6224 FS 479 Upper Bulkhead
0019	MK5459 A	1560K01022 68A WF	Mod 16B5113 BL 8 Upper Web Assy
0020	MK5427 A	1560K01042 41A WF	Mod 16B5401 Keel Beam