Appendix A – Supply Chain and Program Management

1.0 Phase-in

The contractor shall be allowed a phase-in period at a minimum of 3 months to ramp-up to full performance. During this period, the contractor shall complete all tasks necessary to receive 'F' condition assets and meet the required Exchange Lead Time (ELT) and Remanufacture Turn Around Time (RTAT) metrics IAW Appendix B. The contractor will be required to fully meet remanufacture requirements in accordance with the 10yr TCI schedule and associated DLR sub-component support, further outlined in Appendix C.

2.0 Phase-out

During this period, the contractor shall complete all tasks required to ensure a timely and effective transition to a follow-on support strategy. This includes closing out all open orders, returning all government-furnished property (GFP) in acceptable "A" condition, and completing all Government reporting, tracking, and CDRL requirements.

3.0 GFP Management

All property owned or leased by the Government includes: Government Furnished Property (GFP), Government Furnished Material (GFM), and Government Furnished Equipment (GFE). Federal Acquisition Regulation (FAR) Part 45.

NOTE: No GFE will be provided in support of this contract. As such, any required materials or equipment will be the responsibility of the contractor.

NOTE: The contractor is responsible for providing all Contractor Furnished Material (CFM) necessary to meet the remanufacturing requirements and performance metrics outlined in this TRD. The contractor shall be proactively forecasting and procuring all necessary CFM to ensure a sufficient contractor rotable spares pool to support all requirements.

Government Furnished Material (GFM) will only be considered as a last resort, on a case-by-case basis, and only when the Government Contracting Officer determines it to be in the government's best interest (e.g., for economy, standardization, or expedited repair).

3.1 Government Furnished Property / Government Furnished Material

3.1.1 **GFP** is property in the possession of, or directly acquired by, the Government and subsequently furnished to the contractor for performance of a contract. The GFP to be furnished to the contractor is listed in Section J Attachment 1 (KC-46 LG PBL NSN List, Tab 1).

a. When the Government owned asset is in the possession of the contractor, the asset shall be accounted for, tracked, and stored in a secure area where they are protected and handled in such a manner against all damages, weather, and foreign matter. Further, the contractor shall secure the asset to prevent any damages, pilferages, or loss while in the contractor's possession IAW DoD 5200.1-R. All costs associated with such storage will be at the contractor's expense.
b. Refer to Section 6, paragraph 6.7 - 6.9 of this Appendix A for Government furnished property reporting requirements.
c. GFP shall only be used to support the USAF KC-46 until they have reached the end of their useful life and have been condemned and disposed of per TRD Appendix C Paragraph 2.17. GFP shall not be used to support commercial 767 aircraft.

3.1.2 **GFM** is property supplied to the contractor, for incorporation into an end item to be delivered under the contract or which may be consumed in the performance of the contract. It includes, but is not limited to, raw and processed material, parts, components, and assemblies. GFM is also referred to as materials and direct materials under the terms of the contract. A list of potential GFM to be furnished to the contractor is listed in Section J Attachment 1 (KC-46 LG PBL NSN List, Tab 2).

a. When a Shipset undergoes remanufacture and an "O&A Replacement Part" is determined to be beyond CMM repairability or non-repairable (Condemn/SCRAP), the Contractor may request a Government Furnished Material (GFM) replacement, provided that specific conditions are met and thoroughly documented. These conditions include the contractor lacking sufficient Contractor Furnished Material (CFM) inventory to replace the subcomponent, the government determines repair is not cost effective, or when commercial procurement of the subcomponent is unfeasible due to long lead times that would negatively impact performance metrics.
b. When a Shipset undergoes remanufacture and a "Firm Fixed Price (FFP) part" is determined non-repairable (Condemn/SCRAP) the contractor may request a Government Furnished Material (GFM) replacement, provided that specific conditions are met and thoroughly documented. These conditions include the contractor lacking sufficient Contractor Furnished Material (CFM) inventory to replace the subcomponent and procuring the subcomponent commercially would break performance metrics.

***NOTE*:** Before submitting a GFM request, the Contractor is obligated to:

1. Attempt to overhaul the subcomponent if possible.
2. Replace the subcomponent using available CFM.
3. Attempt to procure the required subcomponent commercially.

c. Condemnation of Sub-components / GFM Replacement:
At the determination of ***3.1.2 (a. or b.)*** certain subcomponents of an end item assembly may be condemned. If the sub-component is condemned, the condemnation shall be reported in CAV AF.

If GFM subcomponent is no longer repairable, the contractor will condemn the part. All GFM will be scrapped at the contractor's facility and a turn-in will be completed in CAV AF in "H" condition. If the condemned subcomponents are to be supplied as GFM under the terms of the contract, ***contractor will requisition the necessary parts through normal USAF procedures (See attachment 13, Government Property Management and Instructions***). The remaining reparable components will proceed through the repair line.

d. Refer to Section 6, paragraph 6.16 of this Appendix A for Government furnished material reporting requirements.

e. In the event that the Government provides a sub-component asset as Government Furnished Material (GFM), the cost of that GFM shall be deducted from the contractor's Firm Fixed Price (FFP) per Remanufacture. The adjusted price will be calculated as: FFP per Remanufacture - Cost of Government Furnished Material = Final Overhaul Price. This adjustment will be reconciled annually, as detailed in Appendix B, Section 5.10.3

** Cost of Government Furnished Material is defined as the AF Standard Unit Price (Acquisition Cost + Overhead Costs). This Standard Unit Price will be pulled from the Governments FLITES or SPM system.*

f. GFM shall only be used to support the USAF KC-46 until they have reached the end of their useful life and have been condemned and disposed of per TRD Appendix C Paragraph 2.17. GFM shall not be used to support commercial 767 aircraft.

3.2 Contractor Property

The contractor shall provide any and all parts support other than GFP at their own expense. Contractor Furnished Material (CFM) includes all materials owned/purchased by the contractor, outside of GFP, that is required in the remanufacture of the GFP. In the event that the contractor

has procured CFM that does not get utilized over the course of the contract, no reimbursement will be provided by the Government.

3.3 Misidentified Material

Upon receipt of misdirected or misidentified material, contractor shall submit a Supply Discrepancy Report (SDR) in the WEBSDR system. In the event the contractor cannot access WEBSDR, then the Report of Discrepancy (ROD) shall be submitted to the Government Contracting Officer (CO), Program Manager (PM), Supply Planner (SP), and Contract Monitor (CM) for disposition. DLA CO will determine whether any additional costs incurred as a result of the handling and/or storage of these items, will be authorized to be paid with O&A funding and whether such funds are available.

In the case of an 'A' condition asset being misidentified in supply and shipped to the contractor as part of the overall D/O quantity, the contractor will identify those incorrect condition assets and submit an SDR or ROD to the Government CO, PM, SP, and CM for corrective action. At that time, a determination from the outcome of the SDR/ROD process will be made on the return shipment of 'A' condition assets and the Government shipment of additional 'F' assets back to the contractor to correct the required D/O quantity. In this instance the government will be responsible for correcting the discrepancy, return shipment, and associated shipping costs.

4.0 Surge Requirements

Routine, Mission Impaired Capability Awaiting Parts (MICAP), Surge, and Essential DoD contractor services: The contractor shall be responsible for returning serviceable assets in the time set forth in this contract. When surge requirements are known prior to the contract year, they will be included in the forecasted calculations provided to the contractor. USAF shall notify the contractor when a surge is expected. When surge requirements are not known prior to funding the contract year or the Government requires an asset for coverage of a MICAP requirement, or to pre-populate/pre-position stock in order to urgently improve readiness, the contractor agrees to enter into negotiations with the Government to expedite delivery of the needed asset(s).

5.0 Shipping Containers/Packaging

All Landing Gear parts must be packaged IAW associated Special Packaging Instructions (SPIs), available through the Special Packaging Instructions Retrieval & Exchange System (SPIRES) (https://spires.wpafb.af.mil). If a SPI is not available in SPIRES, the contractor shall package the item in conformance with MIL-STD-129 and ATA SPEC 300. If elements of these requirements conflict, the more restrictive requirement shall be used. If the contractor develops a packaging design, the contractor shall deliver it per CDRL A015.

The contractor may choose to reuse existing packaging and accomplish any associated repair of such packaging or procure new packaging. The contractor shall be responsible for ensuring that containers are in serviceable (reusable) condition. The cost associated with container repair or replacement is at the contractor's expense.

5.1 Shipping and Transportation

Contractor is required to comply with all CAV-AF requirements identified in the applicable CDRLs and attachments to the contract. Additionally, upon completion of a remanufacture requirement, the contractor is required to print the DD1348-1 (in triplicate) from CAV-AF. Place one copy on the outside of the shipment container, one copy inside the shipment container, and retain the third copy for the contractor's records.

Transportation costs associated with shipping 'F' condition unserviceable assets to the designated contractor storage locations will be processed and covered IAW Defense Transportation Regulation (DTR) 4500.9-R and Air Force Instruction (AFI) 24-203 utilizing the validated Transportation Account Codes (TACs) contained in the requisition documents. Return shipment from the contractor back to the USAF designated receiving location and all other transportation costs required to support this requirement will be borne by the contractor.

6.0 Contractor Reporting and Data Requirements (CDRLs)

The following summarizes the CDRLs found throughout the TRD; specific references are provided for each item. In support of this work effort the contractor shall maintain, collect, and submit the reporting and data requirements outlined below. These will be provided in the form of a Contract Data Requirements List (CDRL), DD Form 1423-1.

6.1 Progress Reports

The contractor shall prepare a program status report at a minimum of once a month. The report shall be delivered NLT the last weekday of each month highlighting program process, status, risk/problem areas, condemnations, and any rob-back/cannibalization of parts IAW CDRL A001.

6.2 767-2C AIRWORTHINESS LIMITATIONS (AWL) D011T030-01-01 – STRUCTURAL SAFE LIFE PARTS

The contractor is required to record all Structural Safe Life Limited Parts (SSLLP) and provide data IAW Appendix C, section 2.4, such as: source of supply for replaced parts, previous usage history including landing cycle count, repair history, storage history, part number, serial number, etc. Condemnation history must also be included in the program including the age and cycle count of condemned parts, condemnation cause, and repair history.

A USAF projected SSLLP Tracking Database – The maintenance information management system of record, FMxC2, (formerly known as G081), KC46 Pegasus Functional Management Tool (PFMT), or other AF equivalent tracking system will be used to identify, track, and monitor SSLLP. However, at the time of publishing, this system is not fully populated with SSLLP data from the delivery records. The contractor will be required to use and complete Attachment 3 (SSLLP Disassembly Tracking) and Attachment 4 (SSLLP Assembly Tracking) to meet FAA/SSLLP reporting guidelines and CDRL requirements.

6.2.1 AWL Control/Accountability (Disassembly)

Upon ***shipset*** disassembly, the following information shall be verified and recorded in Attachment 3 for SSLLP items: aircraft identification it came from, part number (P/N), and serial number (S/N). The date of inspection, rework, modifications, alterations, and any service bulletins applied or noted during disassembly shall also be provided in Attachment 3.

Attachment 3 (SSLLP Disassembly Tracking) shall be delivered NLT 14 days after disassembly IAW CDRL A002.

6.2.1.1 Upon ***sub-component*** disassembly for sub-component requirements (standalone D/Os), Single or Multiple SSLLPs need to be identified. The contractor shall contact the Government per Form 202 Technical Assistances, providing Attachment 3, SSLLP Disassembly Tracking (identifying P/N and S/N of SSLLP components) requesting if SSLLPs are within the usable cycles to rework for use. The Government shall respond within 14 days of receiving Form 202 and Attachment 3 (SSLLP Disassembly Tracking). If a response to the Government Receiving Form 202 and Attachment 3 is not received within 15 days of receipt, the contractor may use a different serviceable component or acquire a new component to prevent work stoppage or delivery delays. NLT 14 days after sub-component remanufacture/assembly completion Attachment 4 (SSLLP Assembly Tracking), shall be delivered recording the replacement SSLLP used IAW CDRL A004.

6.2.2 SSLLP Destruction Notice/Method

Any S/N not passing inspection or removed from use shall be destroyed to prevent reuse of that component IAW Appendix C, section 2.17. These occurrences will be updated and tracked by the contractor in Attachment 4 (SSLLP Assembly Tracking) and provided IAW CDRL A004.

6.2.3 AWL Control/Accountability (Assembly)/ SSLLP Documentation History

For each remanufactured shipset assembly (Main Landing Gear (MLG) Strut/Brace, or Nose Landing Gear (NLG) Strut/Brace), Attachment 4 must record the part number (P/N) and serial number (S/N) of all components used in the reassembly. Attachment 4 must also be

updated to reflect any new SSLLPs acquired and identified as new (zero landing cycle (LC)). If used SSLLPs were acquired, the S/N shall record per AWL deliverable documentation the following, as applicable: accumulated Landing Cycles (LC), Airworthiness Directive (AD) status, major repairs, modifications, any storage history, prior record of last maintenance work accomplished, repairs, overhaul, and alterations.

Attachment 4 (SSLLP Assembly Tracking) shall be delivered NLT 14 days after remanufacture/assembly completion IAW CDRL A004.

6.3 Spares Reporting

A list of spares consumed and purchased is required semiannually. See following requirements IAW CDRL A005.

The contractor-provided report must include the following information for acquired items:

- National Stock Number (NSN) items: NSN, quantity, and quantities purchased from Government and Global Commercial Sources
- Non-NSN items: Part Number and quantity
- Structural Safe Life Limited Parts (SSLLP) items: Reported by S/N as required in paragraph 6.2.3.
- Used items: NSN and/or Part Number, quantity, and include the required supporting documentation.

Reporting will occur semi-annually, covering the periods of January 1st to June 30th and July 1st to December 31st. Reports are due 30 days after the closing date of each reporting period. This report should be generated from the Parts Control Program outlined in Appendix C, section 2.4.

6.4 Tear Down and Repair Reporting

The contractor shall perform a detailed analysis for condition of landing gear components during teardown investigations and a detailed analysis of repairs utilized during the remanufacture process to help maintain KC-46 LG reliability and TCI optimization. This analysis shall include:

- Inspection results
- Pass/fail indications
- Detailed discrepancies and corrective actions
- Any machining to an over/under size tolerance

The report must identify the specific repair procedures used, cross-referenced to the CMMs IAW CDRL A006. This report, generated from the Parts Control Program described in Appendix C, section 2.4, is due within 30 days of completing the remanufactured asset.

6.5 Program Management (PMRs and weekly production meetings)

PMR agenda and charts shall be prepared by the contractor and coordinated with the USAF IAW CDRL A007 (TRD Main, section 3.11) no later than fourteen (14) days prior to the PMR. The PMR must address any program risks that have been identified and avenues or alternatives for mitigation (IAW CDRL A007).

To address issues related to Production and any Program Action Items, weekly meetings IAW CDRL A008 will be held via telecom when necessary and mutually agreed upon. Minutes/action items for any meeting shall be the responsibility of the contractor and provided within seven (7) days after the meeting (IAW CDRL A008). All action items shall be tracked until closure or resolution.

6.6 ELT and RTAT Tracking

6.6.1 Shipset (ELT):

Exchange Lead Time (ELT) is defined as the duration of time between the delivery of an unserviceable ("F" condition) asset at the remanufacturing facility and the delivery of the remanufactured serviceable ("A" condition) replacement to the designated Government receiving location/warehouse. The contractor will provide a report IAW CDRL A009 (Appendix B, section 2.0) per shipset exchange, specifying the delivery receipt date of the unserviceable asset and the delivery receipt date of the remanufactured serviceable asset.

6.6.2 Sub-component (RTAT):

Remanufacture Turn Around Time (RTAT) is defined as the duration of time between the delivery of an unserviceable ("F" condition) asset to the remanufacturing facility and the time the overhauled serviceable ('A' condition) asset is completed and ready for DCMA sign off and shipment back to the Government. The contractor will be required to provide a report IAW CDRL A010 (Appendix B, section 3.0) per each Delivery Order (DO) showing the date the unserviceable asset was delivered to their facility and the date the serviceable asset was completed and DCMA was notified.

The Government Program Manager, Supply Planner, and Contracting Officer will utilize the Distribution Standard System (DSS), commercial courier tracking systems, along with the Commercial Asset Visibility- Air Force (CAV-AF) system to manage and track contractor receipt, shipment, and movement of Government furnished property during the contract PoP and validate the date stamps provided by the contractor from CDRL A009 and A010.

6.7 Commercial Asset Visibility Air Force (CAV AF) End Item Report

Refer to the CAV AF Reporting Requirements Document for technical requirements/considerations, responsibilities, and reporting requirements of the CAV AF system ***(or equivalent AF System, in the event CAV AF transfers to a new system during the course of this contract an equivalent AF system will be instructed for use)***. IAW CDRL A011.

a) The contractor is required to report End Item transactional data through electronic submission using the Government's CAV AF system. The contractor is required to be able to perform all transactions in the Contractors User Guide, Version 10 or higher. The purpose of CAV AF is to maintain asset visibility and accountability throughout the remanufacture process, update asset condition and balance to Air Force Supply Systems, reports financial and inventory balances, and feed production and unit remanufacture costs to the maintenance and budgeting systems. Data entry into CAV AF generates the DD Form 1348-1A which is mandatory for shipping and receiving transactions.
b) Contractor reporting requirements to CAV AF shall be accomplished daily and/or within **24-hours** of a supply or maintenance action occurrence IAW the applicable CAV AF CDRL A011. Accurate and timely reporting of maintenance and supply transactions into CAV AF is critical to the management of repair requirements and the management of world-wide asset distribution. CAV AF transmits daily to Air Force internal data systems for financial and asset tracking. Inaccurate or lack of CAV AF reporting will cause significant loss to the Air Force. Contractor shall ensure asset record in CAV AF is an accurate reflection of physical asset on hand at all times.

6.8 Contract Depot Maintenance (CDM) Production Report

The contractor shall report monthly by contract delivery order on all applicable categories, totals, and on-hand balances, providing all listed Data Item Description (DID) requirements for each remanufacture location, including Sub-contractor facilities, if applicable, for the contract's maintenance occurrence actions during the reporting period IAW CDRL A012.

6.9 Annual Government Property Physical Inventory Report

The contractor shall provide an Annual Government Property Physical Inventory Report IAW CDRL A013.

a) The contractor shall conduct an annual 100% physical inventory over the course of a year's time of each NIIN as not to impede maintenance operations. Upon completion of all NIIN's 100% physical inventory, the contractor shall provide the USAF Government inventory listing of the result of all USAF GFP in the contractor's possession.

6.10 Item Unique Identification (IUID) Marking Activity and Verification Report

The contactor shall provide and conform to an IUID marking plan. A copy of the contractor's IUID marking plan will be provided to contracting and the Government Program Manager within 60 days of contract award IAW CDRL A014, (Appendix A, section 9.0).

6.11 SPI/Packaging

All Landing Gear parts must be packaged IAW associated Special Packaging Instructions (SPIs) and requirements outlined in this Appendix A, Section 5.0. In the event a SPI is unavailable, and the contractor elects to develop a packaging design, the contractor shall deliver the SPI per CDRL A015.

6.12 Missing Parts

In order for the contractor to receive authorization to procure and be reimbursed for the missing part(s), a formal request must be submitted to the Contracting Officer in writing and contain the following elements: NSN, P/N, Description, Quantity, GFP list item number (if applicable), and Price Estimate with Analysis IAW CDRL A016, (Appendix C, section 2.1.3).

6.13 Obsolescence/DMSMS

The contractor shall provide an Obsolescence/Diminishing Manufacturing Source/Material Shortage (DMSMS) Management Plan IAW CDRL A017, (Appendix A, section 10.0).

6.14 Integrated Master Plan (IMP) and Schedule (IMS)

In line with TRD Main, section 3.3 the contractor shall provide an IMP IAW CDRL A018 to include a narrative explaining the overall management of the program. The IMS IAW CDRL A019 shall contain an integrated, networked schedule showing all the detailed discrete work packages and planning packages (or lower-level tasks or activities) necessary to support the events, accomplishments, and criteria of the IMP.

6.15 Engineering Investigation (EI) / Quality and Safety Reporting

The Government will independently investigate the majority of EIs or quality/safety concerns but may require assistance from the contractor to support the investigation. If the contractor's support is required, the Government shall notify the contractor of the investigation. During the investigation, the contractor will, as required, evaluate, test, and analyze the affected parts to verify the reported discrepancy and determine the actual failure mode, root cause, and corrective action IAW CDRL A020 (Failure Analysis) and A021(Corrective action), (Appendix C, section 2.9 and section 4.2).

6.16 GFM Monthly requisition and Inventory Report

The Contractor shall report monthly by contract delivery order on all applicable categories, providing all listed DID requirements for each repair location, including Sub-Contractor facilities, if applicable for the contracts GFM maintenance occurrence actions during the reporting period IAW CDRL A022, (Appendix A, section 3.1.2)

Table 1 - CDRL Listing

CDRL #	NAME	DID	Frequency
A001	Contract Status Report	DI-MGMT-80368T	Monthly minimum
A002	SSLLP Disassembly Tracking	DI-MGMT-80368T	14 days after disassembly
A004	SSLLP Assembly Tracking	DI-MGMT-80368T	NLT 14 days after remanufacture/assembly completion
A005	Spares Purchased Report	DI-MGMT-80368T	Semiannually
A006	Tear Down and Repairs Report	DI-PSSS-81534B	No later than 30 days after completion of remanufactured asset
A007	Meeting Agenda (PMR Agenda)	DI-ADMN-81249C	Minimum semiannually, no later than fourteen (14) days prior to PMR
A008	Action Items	DI-ADMN-81250C	Weekly meetings with minutes/action items provided within seven (7) days after meeting
A009	Exchange Lead Time (ELT) Report	DI-MGMT-80368T	Per shipset exchange
A010	Remanufacture Turn Around Time (RTAT) Report	DI-MGMT-80368T	Per each Delivery Order (DO)

A011	Commercial Asset Visibility Air Force (CAV) End Item Reporting	DI-MGMT-81838	Daily and/or within 24-hours
A012	Contract Depot Maintenance (CDM) Production Report	DI-PSSS-81995	Monthly
A013	Annual Government Property Physical Inventory Report	DI-MGMT-80441T	Annual 100% physical inventory over the course of a year's time
A014	IUID marking plan	DI-MGMT-81804A	Within 60 days of contract award
A015	Packaging	DI-MGMT-80368T	As Needed
A016	Missing parts request	DI-MGMT-80368T	As Needed
A017	DMSMS Management Plan	DI-MGMT-81899	Upon Contract Award
A018	Integrated Master Plan (IMP)	DI-MGMT-81797	Upon Contract Award
A019	Integrated Master Schedule (IMS)	DI-MGMT-81650	Upon Contract Award
A020	Failure and Analysis Tracking Report	DI-SESS-80255B	As Needed
A021	Corrective Action Plan	DI-MGMT-80501	As Needed
A022	GFM Monthly Requisition and Inventory Report	DI-MGMT-82128	Monthly

7.0 Interaction with the Customer

The contractor shall not contact the SPO, field units, or any other organization identified as the customer without approval and coordination with the Government 417th SCMS program manager and/or engineer. When the customer attempts to contact the contractor, they should be referred to the appropriate Government office (417th SCMS).

8.0 Over and Above (O&A)

In accordance with DFAR PGI 217.77 negotiations shall be in IAW DFARS Clause 252.217.7028. Request for consideration of over and above shall be in writing utilizing procedures identified below. If the Government determines that O&A is warranted, the parties shall negotiate a fair and reasonable price.

Work Requests (WRs): contractor shall identify any work that is required which would qualify as "over and above" IAW DFARS 252.217-7028. In the event that over and above work is identified, the contractor shall prepare a Work Request (WR). The following steps shall be followed:

Step 1 – Contractor shall prepare a Work Request. Each WR shall include at a minimum the following: data on the type of discrepancy disclosed, the specific location of the discrepancy, and the estimated labor hours and material required to correct the discrepancy. Data shall be sufficient to satisfy contract requirements and obtain the authorization of the Contracting Officer to perform the proposed work.

Step 2 – Contractor shall promptly submit the WR to the Contracting Officer, PM, and Engineer. The Government and contractor will then negotiate a settlement for the over and above work. Contract modifications will be executed to definitize all over and above work.

Step 3 – The Government team and CO shall review/approve work request(s) and Contracting Office shall send final approval to contractor prior to O&A related work commencing.

"O&A Replacement Parts" refers to the six (6) KC-46 landing gear overhaul parts listed in Section J Attachment 1 (KC-46 LG PBL NSN List, Tab 3).

Due to the low failure and high replacement cost of these parts, their replacement is managed separately from the Firm Fixed Price (FFP) of this contract. Repair of O&A Parts shall be performed in accordance with the applicable Component Maintenance Manual (CMM) and accounted for in the FFP PPR/PPE cost of overhaul. Any repair requirements beyond CMM limits, or the determination to replace a O&A Part, requires prior written authorization from the Government Contracting Officer. Replacement costs for O&A Parts are not included in the FFP and will be handled separately utilizing an O&A CLIN.

The O&A requests detailed below are examples of situations or occurrences deemed reasonable for submission to the CO, adhering to the previously described process above.

a) Additional funding is needed, beyond the FFP to cover the higher cost of repairing an "O&A replacement part" instead of replacing it IAW Appendix C, Section 2.15.
b) Procuring a replacement part when an "O&A replacement part" is determined to be non-repairable (SCRAP) IAW Appendix C, Section 2.15.

c) Sub-component deemed Beyond Economical Repair (BER), the government will conduct an assessment to determine whether it will utilize O&A to:
   - Fund the additional costs required to repair the existing asset, effectively restoring it to a serviceable condition; or
   - Fund the additional costs for the contractor to provide a new, serviceable replacement asset.
   - If the Government chooses not to proceed with the first two options (funding additional repairs or a replacement asset), the Government will reimburse the contractor for work completed before the BER determination. This reimbursement will be for actuals only, pending the contractor's submission, and will not include any fee or profit.

d) Incident related work – refers to parts that require repair or replacement due to damage sustained or identified by documented mishaps or hard landings.

e) Missing Parts – Contractor procures missing parts and Government reimburses the contractor IAW Appendix C, section 2.1.3.

f) Any additional costs incurred as a result of the handling and/or storage of Misidentified Material IAW Appendix A, Section 3.3.

9.0 ITEM UNIQUE IDENTIFICATION (IUID) MARKING (IAW AFMCI 20-105 PARA. 3.12)

When required the contractor shall replace damaged markings, identification, and decals. In the event IUID markings are required for all end items and subcomponents to the end item IAW CDRL A014 found in section 6.10 of this Appendix A.

a) Each completed end-item will be permanently and legibly marked with the contractor's facility identification. This identification will display the name of the contractor facility, date of maintenance and contract number. This identification can be by decalcomania, rubber stamp, or stencil. When using rubber stamp or stencil, use permanent, waterproof ink or paint of contrasting color; also, end-item identification plates shall reflect the latest configuration/update, i.e., National Stock Number (NSN), Part Number as applicable.

b) For items that do not have an IUID marking specifications the contractor shall develop the marking specifications in accordance with the latest version of MIL-STD-130N.

c) IUID markings currently in place on items undergoing remanufacture shall be protected from damage or removal during remanufacture. Ensure 2-D matrix IUID markings are readable per TO 00-25-260. Should IUID marking be rendered unreadable during remanufacture, the contractor shall notify the ACO for determination.

d) IUID markings which will be potentially destroyed during remanufacture due to

technical direction (i.e. paint removal, sand blasting, etc.) shall be recorded prior to maintenance action and replaced with the same Unique Item Identifier (UII) as part of the remanufacture action.

e) The contractor shall submit the required and applicable data for legacy items to the DoD IUID Registry per the data submission procedures at https://dodprocurementtoolbox.com/site-pages/overview-iuid-registry

10.0 Obsolescence / DMSMS Management

While the OEM (Boeing) is responsible for preventing obsolescence risks for new manufacture spare parts, it is possible that an obsolescence issue could impact the ability to satisfy the requirements of the contract. The contractor is responsible for monitoring and managing the loss, or the impending loss, of manufacturers or suppliers of components, assemblies, or materials required to satisfy the requirements of this contract. The contractor shall provide an Obsolescence/ Diminishing Manufacturing Source/Material Shortage (DMSMS) Management Plan IAW CDRL A017. At a minimum, the plan shall address the following: (1) means and approach for providing the USAF with information regarding obsolescence / DMSMS problems, (2) planned resolution of current obsolescence / DMSMS problems, (3) parts list screening, (4) parts list monitoring, (5) processing Government Industry Data Exchange Program (GIDEP) (www.gidep.org) DMSMS Alerts (6) processing Service DMSMS Alerts, (7) communication with and availability of information to the USAF, (8) means and approach for establishing obsolescence and DMSMS solutions, and (9) plan for conducting DMSMS predictions. The "Program Manager's Handbook – Common Practices to Mitigate the Risk of Obsolescence," published by the Defense Microelectronics Agency may be used as a guide in developing an obsolescence / DMSMS Management Plan. All provisions of Paragraph 16, "ECP Submission and Approval" apply to all obsolescence/DMSMS Class I and II contractor recommended solutions. The USAF will advise the contractor of any obsolescence actions in process to avoid duplication of cost.