Appendix C – Remanufacturing Requirements

1.0 Scope

Upon award of this contract, the contractor will assume total responsibility for overseeing remanufacturing operations for the parts contained herein in compliance with all TRD work requirements. This effort will support both the OC Tinker Depot's 10-year TCI requirements and field-level sub-component failures. Furthermore, the contractor is responsible for ensuring all provided assets are authorized for return to service and meet the specified performance metrics.

Projected TCI schedules anticipate an average annual requirement of 15 LG shipsets. However, this demand can fluctuate significantly. The Government will provide an annual TCI schedule, and the contractor will be responsible for meeting the specified quantities. The required quantities for sub-component remanufacture are subject to change. These quantities will fluctuate based on the annual number of failures and the availability of Air Force funds allocated to address these demands.

All work to be performed will be in accordance with the required CMMs and consistent with "Depot Level Maintenance":

Includes, but is not limited to-

(a) Installation, inspection, localization, isolation, disassembly, interchange, repair, reassembly, alignment, and checkout; and
(b) Maintenance performed on materiel requiring repair, major overhaul, or complete rebuild of parts, assemblies, subassemblies, and end items, and including modification, testing, and reclamation.

Does not include the design or manufacture of new items.

2.0 Remanufacturing Process

Upon receipt, all unserviceable landing gear parts will be subject to disassembly, inspection and a complete remanufacture, modification/update, and test of each end-item and all associated components, when applicable, will be performed per 14 CFR part 43 and approved for return to service in accordance with the latest versions of applicable Component Maintenance Manuals (CMMs). The general work requirements in this landing gear remanufacturing effort include, but are not limited to, complete disassembly, cleaning and paint removal, stripping of plated coatings, nondestructive inspection, machining, grinding, coating replacement, reassembly, testing, and repainting in accordance with the applicable CMM and proper documentation in accordance with FAA form 8130. Any components requiring replacement during the

remanufacture process shall be procured from the OEM, the approved source, or an approved used part.

2.1 Parts and Materials

The contractor is required to furnish all material and parts in support of the remanufacturing requirements, including replacement of condemned recoverable units. This includes purchasing/stocking of all parts required to support all repairs. The contractor must procure all new manufacture spare parts from Boeing or sources approved by Boeing IAW the OMIT license. OMIT license details are below in 2.1.1. Any deviations, waivers, and non-conformances of new manufacture spare parts shall be processed by Boeing IAW 14 CFR 21.618. Under no circumstance shall the use of a substituted part alter the configuration of the end item without prior approval. Replacement of failed parts with an older configured part is allowed only if the change does not return the next higher assembly or end item to an older configuration (downgrading/de-configuration) and if the configuration is an approved configuration in the applicable CMM.

2.1.1 OMIT License

Para 3.1 of the 23A OMIT license states:

Boeing grants to the U.S. Government license rights in the Licensed Materials as set forth in SCR H007(c)(2) “License Rights,” subparagraph (B)(iii). Except as set forth herein or as specifically authorized by Boeing, the U.S. Government will not disclose Commercial Proprietary Information to anyone. In accordance with Special Contract Requirement (SCR) H007 (a)(1)(B), such license excludes the right to manufacture new items or parts.

Subpara 3.1.1. of the 23A OMIT license states in a Depot Maintenance Activity Sublicense that:

The U.S. Government is authorized to disclose and provide the Licensed Materials to Third-Party Contractors, Contract Labor and Consultants as set forth in SCR H007(c)(2)(B)(iii)(a), provided that the Third-Party Contractors, Contract Labor and Consultants has executed a nondisclosure agreement.

2.1.2 Used Serviceable Material (USM)

The contractor shall limit the use of used components to minimize degrading USAF inventory of assets. It is authorized to procure used items if Form 8130 compliance and traceability along with components rework history is available and the item has been remanufactured per the applicable KC-46 CMM requirements. Structural Safe Life Limited Parts (SSLLP) and assemblies that contain SSLLPs shall not be used unless usage history

demonstrates a minimum of 5,000 landing cycles remaining per the Airworthiness Limitations of D011T030-01-01 section C.

2.1.3 Missing Parts

During the course of performance, the contractor may receive unserviceable assets that are not complete due to missing repairable part(s)/subcomponent(s). Items that are designated as "consumable" and/or "throw-away" (i.e. authorized to be disposed of at the field level by applicable technical orders) are not considered to be missing parts. Assets may be missing parts that are readily visible upon initial receipt at the contractor's warehouse, or may not be detected until the unit is inducted for remanufacture and disassembled. The contractor may choose to replace missing parts at no cost to the Government without submitting a missing parts notification. If the contractor elects not to replace the missing parts at no cost to the Government, regardless of when/where the missing part(s) are detected, the contractor shall notify the KC-46 LG Program Manager and Contracting Officer of the occurrence and provide the following information regarding the missing part(s): NSN, P/N, Description, Quantity, CDRL A016 GFP list item number (if applicable) and supporting documentation that demonstrates part is missing.

Once the notification is made and after collaborating with the contractor, the Government shall notify the contractor of the Government's determination, which may include but is not limited to:

a) **<u>Depot/Field unit provides the missing part(s) to the contractor</u>**

The Government Integrated Product Team (IPT) shall submit a formal request to the designated depot or field unit outlining any missing parts required by the contractor. This request will include a detailed list of the missing items, specifying part numbers, quantities, and any relevant technical specifications. The depot/field unit is responsible for locating the requested parts within their inventory or supply chain. Upon location, the depot/field unit will promptly provide the missing parts to the contractor, ensuring proper packaging and shipping procedures are followed. The Government IPT will coordinate with both the contractor and the depot/field unit to track the status of the request and ensure timely delivery.

b) **<u>SCM team provide the missing part(s) to the contractor as GFP</u>**

In the event that the missing parts are identified as NSNs listed within the Government Furnished Property (GFP) list of this contract, and the Government authorizes their provision as GFP, the Government has the option to provide the missing asset to the contractor as GFP. -- If this option is selected, the contractor will submit a Report of Discrepancy (ROD) to the Government Contracting Officer (CO), Program Manager (PM), Supply Planner (SP), and Contract Monitor (CM)

for disposition. A requisition/condemnation of GFP shall then take place following the steps outlined in Appendix A, Section 3.1.2, paragraph c. and Attachment 13, GFM instructions.

c) **Contractor procures the missing parts and Government reimburses the contractor**

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, CDRL A016 GFP list item number (if applicable), and Price Estimate with Analysis. All reimbursement to the contractor for missing parts under this contract will be considered by the Government on a case-by-case basis using an O&A CLIN.

The price estimate/analysis shall include a brief summary that utilizes current (within the last 365 days) market research data and includes a cost breakdown, basis of estimate on why the contractor believes the price is fair and reasonable (i.e. unit price, quantity, unit of issue, delivery schedule, competitive or sole source procurement, buy history, actuals, etc.). The contractor must procure all new manufacture parts from Boeing or approved sources IAW the OMIT license. Once more, this effort is not authorized to include the design or manufacture of new items.

If the reimbursement request is approved by the Government, the cost of the missing parts shall be provided through the O&A CLIN and process outlined in Appendix A, Section 8.

d) **Deny the Reimbursement Request**

If the request is denied, the Government will provide the contractor a basis for the findings and determination.

2.2 Facilities and Equipment

The contractor must possess, for the life of the contract, a certified 14 CFR Part 145 Repair Station, rated for 767 landing gear, remanufacture facility and equipment with the capability and capacity to perform remanufacture requirements for all TCI and sub-component demands issued by the Government.

2.2.1 Special Tooling (ST) and Special Test Equipment (STE)

The contractor shall be responsible for developing and maintaining any associated ST or STE. ST and STE includes any property and equipment such as jigs, dies, fixtures, molds,

patterns, special taps, special gages, Special Test Equipment, other Special Tooling and manufacturing aids and replacement items, now existing or hereafter created or used.

2.3 Technical Support

To address technical and quality concerns related to part installation on aircraft, the contractor may be required to provide assistance to the 417th. This support may include phone calls, video teleconferences, or on-site support. The contractor shall coordinate or respond to support requests within one business day. All contractor support for depot and field activities must be coordinated through the 417th.

2.4 Parts Control Program

The contractor shall establish a parts control program in accordance with industry standards that the Government can securely access from a Government computer on the Government network and shall track all parts by part number, NSN, and serial number. Audit trails for the components produced, procured, or remanufactured in support of this contract must be maintained throughout the life of the contract and must include, at a minimum:

- All documentation as required in Title 14 CFR parts 43, 121/135, and 145 (Code of Federal Regulations) such as certifications, inspection data, dimensional data, and historical data tracking all materials for overhauled/remanufactured parts.
- Assembly information, documenting serialized information for all parts included in each assembly.
- Certification, inspection, and acceptance packages for new parts.
- Documentation for USM as required in paragraph 2.1.2.
- All life limited part tracking data, such as: Landing cycle count, source of supply for replaced parts, previous usage history, repair history, storage history, etc.
- Tear down investigations, to include: Inspection results, pass/fail indications, discrepancies, corrective actions, and capturing any machining to an over under size tolerance.
- Any processes or features that have been subject to a deviation or waiver shall include a copy of the approval documentation.
- Condemnation history including the age and cycle count of condemned parts, condemnation cause, and repair history.

The data tracked and collected must be maintained in an auditable format and must document all requirements for each component so that all requirements may be audited at any time for any component by part number, NSN, and serial number. At the conclusion of the contract and as requested during the contract, the database content shall be delivered to the Government. The contractor must also upload data into any system required by the Government.

2.4.1 Remanufacture reporting and tracking requirements

The following reporting and tracking requirements during the remanufacture process will be required from the contractor and shall be developed from the Parts Control Program. Details for each requirement, including associated CDRLs, are specified in Appendix A Section 6.0 (Contractor Reporting and Data Requirements).

- Airworthy Limitation – Structural Safe Life Limited Parts (SSLLP) (CDRL A002, A004)
- Condemnation History/ SSLLP Destruction Notice/Method – (CDRL A004)
- Spares Reporting – (CDRL A005)
- Tear Down and Repairs Reporting – (CDRL A006)

2.4.2 SSLLP Verification

If during the disassembly process the SSLLP data provided by the Government in Attachment 3 (SSLLP Disassembly Tracking) does not align with the received SSLLPs found during disassembly, the contractor must notify the Government before starting any remanufacturing work on any SSLLPs in the assembly (Reference TRD Main, paragraph 3.16.3). Disassembly may continue, but remanufacturing of any SSLLPs in the assembly must halt pending Government direction. Once the contractor receives instructions from the Government on the SSLLP discrepancy, the remanufacture process may continue and the contractor must complete the required data IAW with Appendix A, section 6.2.1. (CDRL A002)

2.5 Quality Control

The contractor's quality control program shall comply with SAE AS 9110. Complete records of all quality control inspections and work performed by the contractor shall be maintained and made available to the Government when requested. The remanufacture processes performed by the contractor during the period of this contract shall at all times and places be subject to audit and/or review by the PCO or the PCO's authorized representative.

2.6 Deviations and Waivers

Parts, components, sub-assemblies, and assemblies shall not be changed, modified, or altered without approval from the designated Government engineer, except as approved in applicable CMMs for remanufactured parts. The contractor is not authorized to deviate from the CMM without submitting a technical inquiry request to Boeing to approve the deviation. The contractor is approved to resume work following receipt of approved deviation instructions from Boeing. Approved deviations and all substantiating documentation must be retained and copies provided to the Government.

2.7 Cracked Parts

All cracked parts identified during inspection shall be reported to the Government with a Discrepant Structure Report Form within five days of identifying the cracked part. Refer to Document D011T030-04 for the required report form (any suitable alternative which contains the same information may be used). The Government will report the information to Boeing within ten days of crack identification IAW D011T030-01-01.

2.8 Product Quality Deficiency Reports (PQDRs)

The contractor will comply with instructions contained in TO 00-35D-54, USAF Deficiency Reporting, Investigation, and Resolution, and the Joint DLAD 4155.24 , Product Quality Deficiency Report Program. These documents provide the policy and procedures for reporting, receiving, investigating, and resolving PQDRs. This directive implements FAR requirements for the reporting of product quality deficiency data as required by Public Law 41 C.F.R. 101. This directive establishes a system for feedback of product quality deficiency data across Military Service, Defense Logistics Agency, and Government Services Administration (GSA) lines in order to conduct reporting, investigation, cause correction, and management of individual product quality deficiencies, as well as to identify problems, trends, and recurring deficiencies. The contractor will cooperate fully with USAF and DCMA personnel in the investigation of all quality deficiencies. In addition, the contractor will track all quality deficiency reports.

2.8.1 Product PQDRs

a) DCMA shall coordinate with the contractor's quality representative of the pending PQDR and provide appropriate shipping instructions to the Government.
b) The Government shall have the discrepant parts shipped to the appropriate contractor facility as soon as possible.
c) DCMA shall witness all PQDR investigations. The Government Engineer may choose to participate in the investigation.
d) The contractor shall evaluate, test, and analyze the discrepant parts as required to confirm/non-confirm the stated discrepancy and actual failure mode and ascertain the applicable root cause and corrective action in accordance with USAF Deficiency Reporting, Investigation, and Resolution, and the Joint DLAD 4155.24 , Product Quality Deficiency Report Program.
e) Contractor shall submit to DCMA the results of their findings for the reported discrepancy in accordance with Product Quality Deficiency Report Program and the Government shall provide disposition.

2.9 Engineering Investigation (EI) Reporting

The Government will independently investigate the majority of EIs, but may require assistance from the contractor and/or Boeing to support the investigation. If the contractor's support is required, the Government shall notify the contractor of the pending Engineering Investigation.

a) The Government shall coordinate with the contractor's quality representative of the applicable pending EI and the contractor shall provide appropriate shipping instructions to the Government.
b) The Government shall have the discrepant parts shipped to the appropriate facility as soon as possible.
c) The contractor and Government shall evaluate, test, and analyze the discrepant parts as required to confirm/non-confirm the stated discrepancy and actual failure mode and ascertain the applicable root cause and corrective action in accordance with CDRL A021.
d) Government and/or DCMA shall witness all EI that take place at the contractor's facility.
e) The contractor and Government shall determine the results of their findings for the reported discrepancy. The Government will prepare the final report and shall provide disposition.
f) For EI evaluations performed at the contractor's facility, CDRL A020 applies.

2.10 CMM Supplements and Changes

2.10.1 CMM Supplements

The Government will consider supplements to the CMMs. Until a supplement has been approved, the contractor shall proceed with the CMM as written and shall not delay the remanufacturing process on any component or replacement of the component while waiting for supplement approval. The Government's time to review a supplement will not be used as a Government caused delay.

2.10.2 CMM Changes

Recommended updates to the CMM for errors identified in the CMMs shall be submitted through the Government to Boeing for their consideration. Other change requests to the CMM content will not be considered.

2.11 Critical Safety Item (CSI) Management

No parts on this contract have been designated as CSI. If any part is designated as CSI in the future, the contractor will comply with AFI 20-106, 25 Jan 2006, and AFI23-101, 8 Aug 2013 in performing work on all landing gear critical safety items.

2.12 Part Marking

The contactor shall apply part marking IAW applicable CMM requirements. Additional requirements to apply Item Unique Identification (IUID) may be required and may require an IUID marking plan IAW in Appendix A, Section 6, paragraph 6.10. (CDRL A014).

2.13 Airworthiness Approval Tags

The contractor shall apply the following to items ready to return to service:

2.13.1 FAA Form 8130-3

FAA Form 8130-3, Authorized Release Certificate, Airworthiness Approval Tag shall be used to document return to service airworthiness approval and provide identification and traceability. The contractor is required to submit this form upon completion of the remanufacturing process for each asset.

2.13.2 AFTO Form 95

AFTO Form 95 is a military form used to document repairs made to each item tracked by serial number and special repair items. All information contained on form AFTO 95 that is included with unserviceable landing gear parts shall be retained. Any applicable information concerning part history and special repairs shall be included on the reissued AFTO 95 attached to the highest assembly once the part has completed the remanufacture process.

2.14 Time Compliance Technical Order (TCTO)

The contractor shall comply with and accomplish all applicable TCTOs as directed by the Government. TCTOs will be issued as necessary due to Boeing issued Service Letters, Service Bulletins, Advance Design Notices, etc. If the compliance results in increased costs, the contractor will request an equitable adjustment in accordance with the Changes clause contained in the contract. The contractor may be required to supply historical data and perform inventory condition evaluations to support the development of TCTOs.

2.15 Parts Beyond CMM Repairability

For O&A replacement parts (as defined in TRD Main, Section 3.8) the contractor has the authority to determine that a unit is beyond CMM repairability. These determinations shall not

alter the contractor's obligations to meet the ELT/RTAT metrics, reliability, and other contract performance requirements within the contract price. The contractor is authorized to condemn and replace GFP initially provided at no cost to the Government.

If the contractor determines that the remanufacture cannot be accomplished within the CMM procedures the contractor shall promptly notify the CO, PM, and Engineer in writing and shall not perform further services on any such items except at the direction of the CO.

2.15.1 At point of notification the contractor and Government will begin the process of determining if the O&A part can be repaired. Contractor shall provide any information about potential repairs. If repair is not possible, the process moves to acquiring a replacement part, which involves either Government funding through the O&A CLIN (Appendix A, Section 8) or direct provision of the part from USAF inventory through GFM (Appendix A, Section 3.1). If the asset reaches the point where it's scrapped, the contractor shall submit a request for disposition (RFD) to the CO, PM, and engineer. If these parties agree, and the asset contains salvageable Government Furnished Material (GFM) components, the PM will provide instructions for the disposition of those parts, or direct disposal in place.

If the part is deemed repairable, the contractor provides detailed repair information, including the part number, S/N, discrepancy, proposed plan, and cost, to the Government for review. The Government then decides whether to repair or replace the part. If the decision is to replace, the process reverts to acquiring a replacement part. If the Government approves the repair, funding is allocated via the O&A CLIN, and the contractor proceeds with the approved repair.

2.15.2 For FFP parts (as defined in TRD Main, Section 3.8) the contractor has the authority to determine that a unit is beyond CMM repairability.

Upon this determination, an assessment of the FFP part's repairability will begin. If repair is not possible, a replacement is needed. If repair is possible, the contractor decides whether to repair or replace the part. Should repair be chosen, the contractor proceeds with the repair under the initial FFP cost provided.

If replacement is chosen, or if the part was deemed unrepairable, the availability of a replacement part in the contractor's inventory is checked. If a replacement part is available, it is used. If not, it must be determined whether ordering a new replacement part will cause a breach of the Exchange Lead Time (ELT). To avoid breaking ELT, the contractor may request GFM from the USAF inventory (Appendix A, Section 3). If ELT is not a concern, the contractor orders a new part, under the initial FFP cost provided.

A step by step process map of Section 2.15 can be found in Attachment 12.

2.16 Adding Repair to Assets outside of CMM

Per Section 2.15 the contractor may determine that a part that is currently beyond CMM Repairability due to high remanufacturing costs may be repairable using a more efficient process. If a CMM supplement can allow a more efficient process that does not impact the form, fit, or function of the item, does not require a change to the Aircraft Maintenance Manuals (AMMs), and does not require a stress or fatigue analysis, the contractor may submit a CMM supplement request to the Government for consideration. The contractor shall be responsible for developing the CMM supplement, coordinating approval through the Government, and submitting appropriate documentation and justifications. Until a supplement has been approved, the contractor shall proceed with the CMM as written and shall not delay the remanufacturing process of any component or replacement of the component while waiting for supplement approval. The Government's time to review a supplement will not be used as a Government caused delay.

2.17 Disposition of Condemned Parts

All contractor disposal actions of GFP must be authorized by the Government Contracting Officer, Program Manager and Supply Planner prior to disposal and must be reported during the monthly progress report IAW CDRL A001. All assets shall be disposed IAW the demilitarization (DEMIL) code assigned by the Equipment Specialist. All disposal actions shall be reported within the CAV-AF system and reconciled as applicable.

If requested the contractor must turn in the condemned GFP to the supporting DLA Disposition Services facility within 30 days. The contractor shall submit the USAF Standard Form 1428 (SF 1428 - Inventory Schedule B) for all detailed parts and end item condemnations.

2.18 Rob-Back/Cannibalization of Serviceable or Reparable Parts

Unless specifically prohibited by the controlling CMM, the contractor is authorized to rob-back Sub-Component/Line Repair Units (LRUs) that are in work in order to repair in work Shipsets/LRUs for the purpose of expediting deliveries. Rob-back is acceptable only when the schedule is critical and the part(s) within the Shipset/LRU are unserviceable and will take an unacceptable amount of time to repair or to order and replace. The contractor is also authorized to cannibalize serviceable parts from LRUs not yet in work for the purpose of expediting deliveries. However, in this instance the contractor is not allowed to cannibalize to the point the LRU is no longer repairable. All cannibalized parts are required to be replaced as contractor furnished material (CFM).

3.0 Technical Data

The contractor shall comply with the latest dated CMMs and other directives and follow all life limit and time change requirements. It is also required to comply with all specification and standards contained within each CMM. Upon completion of this contract, the contractor shall be responsible for transfer of all technical data, including a record of configuration changes made during the performance of this contract. Government rights in data are defined in DFAR Clause 252.227-7013 Rights in Technical Data- Noncommercial Items and in DFAR Clause 252.227-7015 Rights in Technical Data - Commercial Items. Any Scientific and Technical Information (STINFO) data used or created shall be protected using appropriate and applicable distribution statements. Distribution statements shall be determined by the Air Force.

3.1 General Technical Instructions

Table 1 details general requirements for landing gear processing. This list should not be considered inclusive. Other CMMs or tech data may be required to complete the remanufacturing process.

Number	TO or CMM	Title
1	00-25-234	General Shop Practice Requirements for the Repair, Maintenance, and Test of Electrical Equipment
2	32B14-3-1-101	Torque Indicating Devices

Table 1 - General Technical Instructions

3.2 CMMs

Tables 2-3 contain CMMs and SOPMs specific to the remanufacture process. Other CMMs, SOPMs, and technical data may be required.

Number	CMM	CMM Title
1	CMM 32-00-02	Finish Application
2	CMM 32-00-03	Gear Lubrication
3	CMM 32-00-05	High Strength Steel
4	CMM 32-10-51	MLG Electrical Build up
5	CMM 32-11-20	MLG Build Up Assy
6	CMM 32-11-28	MLG Wire Provisioning Installation
7	CMM 32-11-30	MLG Component Assy
8	CMM 32-11-40	MLG Shock Strut
9	CMM 32-11-50	MLG Bogie Assy
10	CMM 32-11-58	MLG Hydraulic Installation
11	CMM 32-11-60	MLG Drag Strut
12	CMM 32-11-70	MLG Side Strut
13	CMM 32-11-81	Spool Assy, Springs, Joints, Spindles Components
14	CMM 32-11-84	MLG Sensor and Bracket Installation

15	CMM 32-20-51	NLG Wire Harness Assy
16	CMM 32-21-21	N LG Inner Cylinder Buildup Assy
17	CMM 32-21-28	NWS Summing Mechanism
18	CMM 32-21-47	NLG Component Assy
19	CMM 32-21-54	NLG Drag Strut Assy
20	CMM 32-21-65	NLG Beam Assy - Support
21	CMM 32-34-16	NLG Nose Wheel Steering and Lock Out
22	CMM 32-50-05	Nose Gear Steering Metering Valve Module
23	CMM 32-51-02	Nose Wheel Steering Installation Components
24	CMM 32-51-04	Nose Wheel Steering Quadrant Installation
25	CMM 32-51-10	Nose Gear Steering Actuator Assembly
26	CMM 32-51-30	NWS Centering Spring and Rudder Interconnect Mechanism Assy

Table 2 -Landing Gear CMMs

Number	SOPM	SOPM Title
1	SOPM 20-00-00	Standard Operating Procedure Manual Introduction
2	SOPM 20-10-01	Repair and Refinish of High Strength Steel Parts
3	SOPM 20-10-02	Machining of Alloy Steel and Stress Releaving Steel

4	SOPM 20-10-03	Shot Peening
5	SOPM 20-10-04	Grinding of Chrome Plated Parts
6	SOPM 20-10-05	Application and Finishing of Thermal Spray Coatings
7	SoPM 20-10-06	Repair of Conductive Coatings
8	SOPM 20-10-09	
9	SOPM 20-10-11	Wiring Assembly and Installation Configuration
10	SOPM 20-11-01	Repair of Printed Circuit Assembies and Component Board Assemblies
11	SOPM 20-11-02	Repair of Electrical Connectors
12	SOPM 20-11-03	Repair of Electrical Terminations and Electrical Bonding Areas.
13	SOPM 20-12-01	Soldering Electrical Connections
14	SOPM 20-20-01	Magnetic Particle Inspection
15	SOPM 20-20-02	Penetrant Methods of Inspection
16	SOPM 20-30-02	Stripping of Protective Finishes
17	SOPM 20-30-03	General Cleaning Procedures
18	SOPM 20-30-82	Solvents for General Cleaning of Solvent Resistant Organic Coatings (Series 82)
19	SOPM 20-30-90	Solvents for Final Cleaning of Solvent Resistance Organic Coatings before Non-Structural Bonding
20	SOPM 20-30-92	Solvents for Cleaning before General Sealing
21	SOPM 20-41-01	Decoding Table for Boeing Finish Codes

22	SOPM 20-41-02	Application of Chemical and Solvent Resistant Finishes
23	SOPM 20-41-05	Application of Corrosion Inhibiting Compounds
24	SOPM 20-42-01	Low Hydrogen Embrittlement Cadmium Plating
25	SOPM 20-42-02	Low Hydrogen Embrittlement Cadmium-Titanium Alloy Plating
26	SOPM 20-42-03	Hard Chrome Plating
27	SOPM 20-42-05	Bright Cadmium Plating
28	SOPM 20-42-09	Electrodeposited Nickel Plating
29	SOPM 20-42-10	Low Hydrogen Embrittlement Stylus Cadmium Plating
30	SOPM 20-43-01	Chromic Acid Anodizing
31	SOPM 20-43-03	Cleaning Conversion Coating for Aluminum
32	SOPM 20-44-01	Application of Special Purpose Coatings and Finishes
33	SOPM 20-44-02	Temporary Protective Coatings
34	SOPM 20-44-04	Application of Urethane Compatible Primer
35	SOPM 20-50-01	Standard Fastener Torque Values
36	SOPM 20-50-02	Installation of Safety Devices
37	SOPM 20-50-03	Bearing and Bushing Replacement
38	SOPM 20-50-04	Installation of Permanent Pins and Plugs in Drill Passages
39	SOPM 20-50-05	Application of Aluminum Foil and Other Markers

40	SOPM 20-50-06	Installation of O-Rings and Teflon Seals
41	SOPM 20-50-07	Lubrication
42	SOPM 20-50-08	Application of Bonded Solid Film Lubricants
43	SOPM 20-50-10	Application of Stencils, Insignia, Silk Screen, Part Numbering and Identification Markings
44	SOPM 20-50-12	Application of Adhesives
45	SOPM 20-50-14	Application of Corrosion Inhibiting Adhesive Primer
46	SOPM 20-50-19	General Sealing
47	SOPM 20-50-21	How to Install Nameplate Strips and Seals
48	SOPM 20-50-26	How to Apply Temper-Proof Putty
49	SOPM 20-60-01	Cleaning Materials
50	SOPM 20-60-02	Finishing Materials
51	SOPM 20-60-03	Lubricants
52	SOPM 20-60-04	Miscellaneous Materials
53	SOPM 20-60-08	Standard Wiring Practices Manual
54	SOPM 20-70-01	Protection, Storage and Handling of Airplane Components

Table 3 - Landing Gear SOPMs

3.3 Technical Data Changes

The contractor is required to follow all CMM updates and other technical directives as they are released and shall perform a timely review to determine the impact on work requirements, performance metrics, and cost. The contractor may forward a request for equitable adjustment in accordance with the changes clause of this contract. Comprehensive backup data to justify the adjustment will be forwarded with the request to the CO for consideration.

3.4 Technical Data Systems Access

The contractor is required to gain access to technical data systems to comply with all remanufacturing work requirements. CMMs / manuals, technical directives and other applicable publications needed to accomplish required work, but not in possession of the contractor, shall be acquired as authorized and directed by the ACO. The contractor is required to gain access to the necessary AF system for processing Form 202 requests. The contractor shall gain access to any other systems required to support the contract.

4.0 Engineering Support

The contractor will be required to periodically support Government engineering efforts.

4.1 Data Requests

The contractor will be required to supply data concerning the remanufacturing process including, but not limited to, part history, processes, materials, repairs, failure data, metrics, certifications, etc. This data will be used to evaluate reliability, safety, and other issues. Most frequently, this data will be extracted via the parts control database discussed in Paragraph 2.3. Government engineering may require on site evaluation of parts, processes, and equipment as necessary.

4.2 Quality and Safety Investigations

When a safety or quality concern is suspected or identified, the Government may require that parts are held until the investigation is complete and disposition instructions are released. The contractor may be required to disassemble assets as part of an investigation or perform testing to verify quality and safety concerns under the direction of the Government engineer. Process testing and verifications may also be required through sample testing and other analysis. Reference Appendix A, section 6, paragraph 6.15 for CDRLs. (CDRL A020/A021).

4.3 Audits

The Government may perform audits of processes, procedures, and quality programs. The contractor will be required to accommodate such audits and readily supply necessary information.