

Table of Contents

1. APPLICABILITY.....	3
2. GENERAL REQUIREMENTS.....	3
3. QUALITY MANAGEMENT SYSTEM REQUIREMENTS.....	3
4. MAINTENANCE / GROUND OPERATIONS.....	4
5. FACILITY ACCESS.....	

1. APPLICABILITY

4. MAINTENANCE / GROUND OPERATIONS

In performing maintenance on Air-Vehicles under this PO, Seller shall comply with the requirements set forth in the Defense Contract Management Agency Instruction – DCMA INST 8210.1 as identified in the SSOW or other contractual documents. Seller shall prepare, maintain, and enforce, safe and effective specific written Procedures that describe applicab0 gq0.000009129Tm1 0 0intenancen211.04 Tf1 0 0 1 54.8gency

7. CALIBRATION

Seller shall maintain a system for calibration and maintenance of tools, jigs, and inspection and test equipment that is compliant with an industry-recognized standard (e.g., ISO 17025, ISO 10012-1, ANSI Z540). If calibration is outsourced, per 2.A of this document, Seller shall ensure this requirement is imposed on its sub-tier suppliers.

8. BUYER-FURNISHED/GOVERNMENT FURNISHED, SELLER-MANUFACTURED OR SELLER-OWNED TOOLING

Seller shall include in its documented quality system, written procedures for the control, maintenance, and calibration of special tooling, jigs, inspection and test equipment, and other devices used in MRO&U processes. These procedures shall include, but not be limited to, tooling trial run requirements and periodic inspections.

9. SPECIAL PROCESSES CERTIFICATION REQUIREMENTS

For special processes listed in QCS-001, located at www.lockheedmartin.com/en-us/suppliers/business-area-procurement/aeronautics/quality-requirements/control-specs.html, Seller shall utilize the approved process sources listed in QCS-001. For special processes not covered by QCS-01, Seller shall have a process for approving special process sources. Unless identified on the drawing, Seller is not required to utilize QCS-001 sources or provide QCS-001 Quarterly Usage Reports when processing the following:

- a. Standard hardware (i.e., nuts, bolts, washers, etc.) ordered to military, federal or industry specifications or standards (i.e., MS, AN, NAS, etc.)
- b. Metallic raw material (i.e., plate, sheet, bar, extrusion, etc.)
- c. Perishable tooling and Tool Service Requirement List (TSRL) items.

Seller may use NADCAP approved process sources for Industry Standard processes controlled by QCS-001. Seller may access NADCAP approved sources at www.p-r-i.org, then proceeding to www.eAuditNet.com. Seller's utilization of Buyer approved or NADCAP approved sources does not relieve Seller from the obligation to ensure process source is in full compliance with applicable process specifications and to deliver conforming product.

Seller shall submit a Quarterly Usage Report within fifteen (15) days after the end of the calendar quarter, even if no QCS-001 sources were utilized during the calendar quarter. Seller's Quarterly Usage Report shall contain the following data elements and information:

- a. QCS-001 processing source name
- b. Buyer assigned QCS-001 Source number
- c. Process specification used by specification number
- d. Quarterly frequency of use (e.g., lots, batches)

10. EVALUATION OF NEW CAPABILITY

10.1 Prior to the first application of a new maintenance process (i.e., the first time Seller performs a particular modification, repair, overhaul, or upgrade), Seller shall perform an evaluation of the released technical and work control documentation, required personnel and process qualifications (including special certifications), tooling requirements, etc., to ensure that all maintenance specifications/requirements are correctly understood, personnel are capable of performing the maintenance in compliance with established requirements, and tasks are planned accordingly.

10.2 During in process execution of the new maintenance process, but no later than upon completion, Seller shall evaluate the adequacy and effectiveness of the planning and verify execution of the planned tasks resulting in the successful restoration of the aircraft in conformance with all released technical specifications and conformance to all approved test requirements and procedures.

10.3 Seller shall retain documented information on the results of the evaluation of the new maintenance process and make them available to Buyer upon request. Seller need not repeat the evaluation on subsequent applications of the maintenance process, provided the procedure is not altered and records of the original evaluation are available.

10.4 Seller shall have the ability to evaluate, verify and document corrections, changes and quality conformity steps to any first application of a new maintenance capability.

11. CORRECTIVE ACTION, PREVENTIVE ACTION, REQUEST AND REPORTING

11.1 Seller shall establish and maintain a documented system to investigate nonconformances, perform root cause analysis, and provide trend data.

11.2 Seller shall ensure effective corrective and preventive action is taken to prevent, minimize, or eliminate non-conformances.

11.3 Seller shall assess all Buyer-identified nonconformances and take appropriate actions to ensure causes of nonconformances are corrected.

separation of this tag from the component. **Note:** *Unserviceable components are required to be physically segregated from serviceable components.*

12.2 For nonconformance in which there is no released technical documentation, Seller shall request Buyer's disposition in accordance with prescribed program procedures. LM Aero Engineering shall maintain all Material Review Board (MRB) Authority for dispositioning any suspect parts, subassemblies, or aircraft conditions

13. QUALITY RECORDS

13.1 Seller shall record all details of maintenance work carried out. At a minimum, Seller shall retain records necessary to prove that all requirements have been met for issuance of the Certificate of Release to Service (CRS), including all release documents.

13.2 Seller shall:

- a) Retain a copy of all detailed maintenance records and any associated maintenance data (i.e. nonconforming material, disposition, corrective actions, etc.) for at least three years from the date the aircraft was released from Sellers MRO&U facility or final payment, whichever is longer.
- b) Retain a copy of records of all QCS-001 "work", identified in section 10, for at least seven years after final payment or longer periods, if specified in the SSOW or Purchase Order.
- c) Request record disposition instructions from Buyer at the end of the retention period. Disposition may include destruction or shipment to buyer's facilities.
- d) Records under this paragraph shall be stored in a manner that ensures protection from damage, alteration and theft. The records shall remain readable and accessible for the duration of the storage period.
- e) Computer backup discs, tapes, etc. shall be stored in a different location from that containing the working discs, tapes, etc., in an environment that ensures they remain in good condition.
- f) Upon Buyer's request, Seller shall forward records to Buyer at no additional cost, price, or fee to Buyer.
- g) In the event of dissolution of business between Buyer and Seller, Seller shall notify Buyer's Sustainment Quality Representative within ten (10) business days to make arrangements for transferring all retained maintenance records covering the last three years to Lockheed Martin Aeronautics Company.

14. QUALITY & PLANNING ASSURANCE REQUIREMENTS

14.1 Seller's documented quality management system shall provide adequate review and surveillance of quality control and Buyer's Customer's related buyoffs.

14.2 Seller's documented quality management system shall ensure placement / removal / addition of safety of flight hold points are coordinated with Buyer's Sustainment Quality Representative and approved by Buyer's Customer Representative. Seller shall not bypass y mnoti tÄ hold SÄ ies.

14.3 Seller's Maintenance Planning documentation shall implement appropriate customer hold points in accordance with the applicable program information or Buyer's Customer Representative mandated inspection points and/or product audits.

15. GENERAL INSPECTION REQUIREMENTS

15.1 Incoming Inspection

- d) A point of contact to coordinate problem analysis and resolution; and
- e) Any other relevant information.

17. GROUND MISHAP/EVENT REPORTING

A ground mishap/event is an unplanned occurrence or series of occurrences resulting in injury or damage to aircraft or support equipment. This pertains to damage to the aircraft or equipment where there is no intent for flight (e.g., damage during maintenance operations, or prior to engine start, or after engine shutdown). Damage vs Workmanship determinations can be made based on intent.

- a) **Damage:** loss, injury, or harm that is the result of a task, operation, or action which was not originally planned or intended. For example, a mechanic was pushing a stand next to the aircraft and scratches the inlet coating. The intent of the task was to move the stand, not to scratch the coating; this would be considered reportable damage.
- b) **Workmanship:** damage to the aircraft that is the result of a task, operation, or action which was originally planned or intended, but the end result was not within allowable limits. For example, a mechanic was scraping coating off an inlet and removes too much. The intent of the task was to scrape the inlet coating, but too much was removed. This would not be considered reportable damage.

17.1 Seller induced "Damage" shall be immediately reported to Buyer's Sustainment Quality Representative or designated site lead. All work on affected assets shall be suspended until Buyer's approval to continue with repair is provided in writing.

- a) Subsequently, Seller shall provide a written notification of the mishap/event utilizing the LM Aero Quality Concern Notification (QCN), or equivalent, within five working days. (If repair/replacement costs are expected to exceed \$25,000, report within 24 hours.)
- b)