P-3 ESSI SOW-CBP
N00140-06-D-0058
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DEPARTMENT OF HOMELAND SECURITY -CBP
P-3 OPERATIONS CENTER
Corpus Christi, TX 78480-8900

STATEMENT OF WORK

for the

ENHANCED SPECIAL STRUCTURAL INSPECTIONS

NAVY MODEL P-3 AND DERIVATIVE SERIES AIRCRAFT

6 October 2006

RECORD OF CHANGES

Change Number	Date Of Change	Date Inserted	Signature

CHANGE SUMMARY

Change No	RDCs	RDC Synopsis	Affected Sections

NOTE: Throughout this document, change bars are used to indicate the last, and only the last, revisions on each page. The page header shows the date of the last change and the page footer shows the last revision number.

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Statement of Work
for
Enhanced Special Structural Inspections (ESSI)

1.0 BACKGROUND

The increasing Fatigue Life Expended (FLE) for operational P-3 aircraft is impacting the availability of aircraft to support operational requirements. To minimize this impact, the Customs and Border Protection (CBP) is using the P-3 structural airframe enhancement program developed by the Naval Air Systems Command (NAVAIR) consisting of the elements outlined in this Statement of Work (SOW). This program has identified primary replacement structural components to specifically address high fatigue failure areas discovered during P-3 Service Life Assessment Program (SLAP) fatigue testing.

1.1 Scope

This SOW describes the efforts required to perform Enhanced Special Structural Inspections (ESSI) on certain defined areas of the Customs and Border Protection (CBP) P-3 aircraft. The goal of this program is to ensure safe, reliable, and available operation of the aircraft throughout its service period to meet CBP mission requirements.

1.2 Synopsis of Required Work

a. Perform an Outer Wing Spar and Panel replacement and center wing inspection with all material identified for installation provided (e.g., procured and/or manufactured) as Government Furnished Material (GFM).
b. Conduct inspections, repairs and replacements per Appendix (A) summary and in accordance with the Government Airframe Bulletin (AFB) 357 Inspection Data Package (IDP); Attachment (9) to this contract;
c. Remove selected existing materials and install replacement parts, as applicable;
d. Prepare aircraft for and perform ground induction and completion requirements;
e. Provide plans, data, testing, inspection, program, engineering, in-process reviews, analyses, reports, and other efforts attendant to the preceding tasks.

1.3 Reserved

2.0 APPLICABLE DOCUMENTS

This SOW is a zero tier document and contractually binding. All documents referenced in the SOW are first tier documents. Documents that do not expressly state that they are for guidance only are firm contract requirements and are tier 1. Tier 2 documents are those directly referenced by tier 1 documents and for the purposes of this SOW represent firm requirements and are contractually binding unless expressly stated for guidance only. In the event of a conflict between the documents referenced herein and the contents of this SOW, the contents of the SOW shall be considered a superseding requirement. Unless otherwise specified, the issue of these documents shall be those in effect as of the date of this document.

2.1 Military Specifications

2.2 Military Standards

2.3 Other Documents

Number	Title
NA01-1A-16	Nondestructive Inspection Methods
NA01-1A-17	Aviation Hydraulics Manual
NA 01-1A-35	Aircraft Fuel Cells and Tanks
NA 01-75PAA-2-3	Hydraulics Power Supply Systems
NA 01-75PAA-6(I)-1	ISIS Turnaround Checklist Basic
NA 01-75PAA-6(I)-3	ISIS Special Preservation-Conditional PDM-ASPA Maintenance
LR31304	USCS P-3 AEW FLIGHT MANUAL
USCS AEW-2	USCS AEW Airframe Maintenance Instructions Manual Supplement
USCS 01-75AEW-6	USCS Model P-3 Series Aircraft, Periodic Maintenance Information Cards
USCS 01-75AEW-6-1	USCS Model P-3 Series Aircraft, Turnaround Checklist
USCS 01-75AEW-6-2	USCS Model P-3 Series Aircraft, Daily Maintenance Requirements
USCS 01-75AEW-6-3	USCS Model P-3 Series Aircraft, Special/Preservation /Conditional /ASPA Maintenance Requirements
USCS 01-75AEW-6-4	USCS Model P-3 Series Aircraft, Phased Maintenance Requirements
USCS AEW-12	USCS AEW Avionics Systems In-Flight Maintenance Manual
USCS AEW-12-9	USCS AEW Electrical Systems In-Flight Maintenance Manual
OPNAVINST 4790.2 Series.	Naval Aviation Maintenance Plan
OPNAVINST 5442.4	Aircraft MESMS

For copies of referenced documents, forward requests to the Commanding Officer, Naval Air Technical Data & Engineering Service Command, NAS North Island, Bldg 90, P.O. Box 357031, San Diego, CA 92135-7031.

3.0 REQUIREMENTS

3.1 General

The following work content details describe the requirements to perform the ESSI and precursory Non-Destructive Inspections (NDI), material replacement, aircraft preparation and completion and program activities.

3.2 Detail

3.2.1 Pre-Induction

a. Prior to induction, the CBP transferring activity will insure that no Isochronal Inspection Schedule (ISIS) inspections will be due for at least 240 days or a waiver will be required.
b. The transferring activity will comply with NAVAIR 01-75PAA-6(I)-3 CARDS 205-205.5 prior to the transfer.

3.2.2 Induction (below requirements are only for aircraft not inducted concurrent with PDM)

a. Upon the day of aircraft arrival, the contractor shall conduct an equipment inventory jointly with the designated representative of the transferring activity and the Authorized Government Representative (AGR).
b. Perform hydraulic contamination check per NA 01-75PAA-2-3 and NA 01-1A-17. Results of the hydraulic fluid contamination checks shall be entered in the miscellaneous section of the aircraft logbook.
c. Perform fuel system contamination check per NA 01-75PAA-6(I)-1 and NA 01-1A-35 and record useable fuel.
d. Perform incoming fuel leak checks and map all findings.

Note (1)

For those areas where material is removed and replaced, the Contractor shall deliver the aircraft leak free. For those leaks noted in all other areas, and deemed to be safety of flight, repairs authorized by the AGR will be done per the Over and Above (O&A) process using the Discrepancy Record (Attachment (8) to this contract). All remaining leaks and seeps shall be returned to the squadron as Noted But Not Corrected (NBNC).

e. The Depot activity shall perform engine low power, high power and performance checks per NA01-75PAA-2-4, WP 004, paragraph 12.

f. Defuel aircraft and make hangar safe.

g. The contractor shall perform short-term preservation of all incoming aircraft per NA01-75PAA-6(I)-3. Contractor may use JP-5 as a purging fluid until installation of the forward spar is complete (not to exceed 90 days). Upon completion of spar installation, the tanks shall be sprayed with a coating of 1010 preservative to ensure fuel tank sealant integrity.

The CBP will waive preservation cards 100.7 through 100.9 if the propellers are stored inside an environmentally controlled facility.

h. Perform incoming symmetry and alignment checks in accordance with NA01-75PAA-3-2.

3.2.3 Outer Wing Spar and Panel Replacement with Center Wing Inspection

3.2.3.1 Government Furnished Material

The contractor shall remove the existing forward web, upper/lower spar cap, forward corner fittings, nacelle attach plates, "H" clips attaching wing planks to ribs, forward upper and lower rib clips attaching ribs to forward spars, web stiffeners and lower wing planks 1 through 4, and replace with new material. The contractor shall acquire all materials required to support the ESSI installation as defined in this SOW. See Appendix (B), tables B-I and B-II for representative Government Furnished Material (GFM) lists.

Note (3)

All materials removed for access shall be tagged and stored in preparation for reassembly efforts. Visually inspect mating surfaces to insure suitability for reinstallation. No in-depth inspection of this material is required.

3.2.3.2 Reserved

3.2.3.3 Outer Wing Spar and Panel - Component Removal and Replacement

a. Perform aircraft jacking, shoring and leveling activities.
b. Remove engines from the aircraft and preserve in accordance with NA 01-75PAA-6(I)-3.
c. Remove nacelles and store in nacelle holding fixtures.
d. Support outer wings assemblies with wing dollies in no-load configuration. Disconnect, coil and cap all aircraft system components from the outer wing to the fuselage. Remove both outer wings from aircraft and remove fiber/glass wing tips. Stencil on the outer wings, using indelible ink, the bureau number of the aircraft from which the wings are being removed. Stencil is to be placed on wing outer bulkhead using a minimum 2" number size.
e. Perform panel removals necessary to gain access to modification zones.
f. Place outer wing left hand and right hand (L/H and R/H) in an assembly fixture. Replace the following components:

   i. Upper spar cap;
   ii. Lower spar cap. Use of separate drilling fixture and old front spar web is required;

iii. Front spar web. Use of separate drilling fixture and old front spar web is required;
iv. Inboard and outboard nacelle – upper and lower attach plates. Use of separate drilling fixture and old front spar web is required;
v. Upper, forward and aft corner fittings (L/H and R/H); and
vi. Lower, forward and aft corner fittings (L/H and R/H).

g. Visually inspect outer wing adjacent structure for cracks and corrosion prior to installation of new components.
h. Replace the following components:

i. Lower wing skin panels 1-4; and
ii. Riveted dome nuts at the inboard nacelle fillet areas are to be replaced with Force Tec brand hardware.

Note (4)

Visually inspect mating surfaces (limited to extent of disassembly). If damage is detected, NDI may be required. Contact the AGR for NDI authorization. Upon completion of the evaluation (visual inspection and some NDI), the AGR will be able to determine if any repairs are required. Repairs should be limited to areas that are not normally accessed during routine Fleet maintenance or will require excessive In-Service-Repairs (ISR) during Fleet use. Non-Standard repairs outside the scope of the NA01-75PAA-3-1 or 3-2 Structural Repair Manual (SRM) or other appropriate Maintenance Instruction Manuals (MIMs) shall be submitted with supporting documentation (including stress analysis if required) to CBP P-3 Operations Aircraft Maintenance Officer or designee for approval.

i. Fabricate new L/H and R/H (b) (7)(E) upper and lower straps.
j. Reinstall left and right wing assemblies.
k. Install new Tee-Caps
l. Perform final alignment and symmetry check per the 3-2 SRM and enter all work sheets into aircraft miscellaneous history logbook.
m. Symmetry and outgoing alignment check must be equal to or better than incoming alignment checks. Perform Rig and Ops check.
n. Reassemble aircraft and prep for fuel leak and systems testing.

o. Perform outgoing fuel leak checks.

Note (6)

For those areas where material has been removed and replaced or adjoining structures and faying surfaces, the Contractor is responsible for delivering aircraft leak free. For those leaks noted in all other areas, repairs authorized by the AGR will be O&A.

p. Prime and paint lower wing planks 1 through 4. Contractor shall reseal/paint all aircraft surfaces and components from which paint was removed or that require refinishing incidental to the paint removal process after priming process has occurred. Finish colors, are not required to match to existing aircraft color due to fading and age of existing paint finish.
q. The contractor shall weigh aircraft as required by the OPNAVINST 4790.2 series.
r. Perform a disturbed systems check in accordance with applicable Technical Manuals and the OPNAVINST 4790.2 Series, for safety of flight systems only.
s. The contractor shall comply with all wash and lubrication requirements per NA 01-75PAA-6(I)-3.
t. The contractor shall make the aircraft safe for flight in accordance with OPNAVINST 5442.4 and OPNAVINST 4790.2 Series.
u. The contractor shall support required aircraft functional/acceptance test flights and delivery to the owning CBP Operations Center. Flights will use CBP Crews. The Contractor shall make all

appropriate aircraft logbook entries associated with ESSI, "Complied with P-3 AFB-357 IDP on (date of document) on (date)". Also, the Contractor shall enter the following statement into the logbook's miscellaneous history section, "Left and right wing serial numbers xxxxxx and xxxxxx installed on (date) during accomplishment of AFB-357."

3.2.4 Reserved

3.2.5 Reserved

3.2.6 Non-Destructive Inspection

Perform Non-Destructive Inspection (NDI) in accordance with the requirements specified in Appendix (A) and to technical details per AFB-357 IDP; Attachment (9) to this contract. Repairs associated with these inspections shall be done per the O&A process. NDI of new structure is not required or desired.

3.2.7 Inspection Requirements of Previous Repairs

As aircraft are having required ESSI performed, a high percentage of the aircraft have had repairs installed on parts in fatigue critical locations that will not be replaced. Inspection of repairs in fatigue critical locations is required. The following inspection locations and repair requirements apply.
Existing repairs on Outer wing lower surface planks 1-7, (b) (7)(E) – Wing Station (b) (7)(E) and Center wing lower surface planks 1-9, (b) (7)(E) are considered critical to fatigue, and require inspection and corrective actions (as required and as O&A).
The contractor shall evaluate whether the repairs in fatigue critical areas are standard, i.e. IAW SRM or other NAVAIR approved technical data. Repairs that are located in fatigue critical areas shall have an aluminum doubler and steel or aluminum tripler installed per the SRM or other CBP or NAVAIR approved technical data.
If the repair is non-standard, (i.e., incorrect number of rows of fasteners, fastener type, fatigue doubler and a tripler, poor edge distance (per SRM or other CBP/NAVAIR approved technical data)), then the repair shall be evaluated by the Contractor to determine if the repair is adequate or inadequate.

If the Contractor determines the repair adequate, then this finding shall be forwarded to CBP Aircraft Maintenance Officer for approval via electronic mail message. Upon approval, the outer two (2) rows of fasteners on the primary structure on the inboard and outboard ends of the repair shall be inspected. If the wing plank is accessible from inside the wing, then using Eddy Current Surface Scan (ECSS), inspect around the fastener collars in the outer two (2) rows of fasteners. If the wing plank is not accessible from inside the wing, then remove the outer two (2) rows of fasteners and perform Bolt Hole Eddy Current (BHEC) inspection and reinstall fasteners.
If the repair is determined to be inadequate, then the repair shall be removed and replaced with the correct fatigue repair per the SRM or other CBP/NAVAIR approved technical data. The Contractor shall identify required inspections and forward to CBP Aircraft Maintenance Officer for approval via electronic mail message. Any such repair replacement and required inspection shall be done as an O&A task.

If the repair is a standard repair and is installed correctly, then the outer two (2) rows of fasteners on the primary structure on the inboard and outboard ends of the original repair shall be inspected using BHEC. If the wing plank is accessible from inside the wing, then ECSS inspect around the fastener collars in the outer two (2) rows of fasteners. If the wing plank is not accessible from inside the wing, then remove the outer two (2) rows of fasteners and perform BHEC inspection and reinstall fasteners.

3.2.8 Inspection Margins

All areas requiring a Quality Control "OK to CLOSE" inspection shall have an In Process Inspection (IPI) at open-up. The inspection, whether IPI, OK to Install, OK to Close or FINAL, shall be limited to an 18 inch "halo" around the subject item. Inspection shall consist of looking for and recording Critical Safety of Flight discrepancies and Foreign Object Damage (FOD) only. Early detection should be found during the IPI phase.

Inspections performed in areas opened to gain access for a modification shall be inspected IAW the applicable maintenance manual unless written guidance is issued by the CBP. AGR will determine the "work / no-work" requirements for discrepancies found. Minor discrepancies, as defined in the P-3 Phase Depot Maintenance (PDM) Technical Requirements Document (TRD)-an attachment to this contract, shall not be written..
A correct classification determination shall be made prior to processing any discrepancies. No discrepancy will be processed without the "is/should be" damage limit criteria.

The contractor shall perform an initial check of all areas upon open up using the same criteria discussed herein. FOD prevention in the form of barriers, vacuum systems and strict adherence to the contractor's "clean-as-you-go" process shall be followed.

Non-Critical Safety of Flight discrepancies, as defined in the TRD, will be addressed in accordance with the CBP's maintenance reliability program at normal depot level intervals.

3.2.9 Tooling and Support Equipment

a. The Government will provide all relevant tooling requirements.
b. The Contractor shall review tooling and support equipment (SE) requirements to determine suitability of existing items. Any requirements for tooling or SE refurbishment shall be submitted for review and approval via the AGR to the CBP Program Manager & CBP Aircraft Maintenance Officer.
c. The Contractor shall ensure all Government Furnished Tooling/SE/test equipment is properly maintained and calibrated.
d. Any requirements for new tooling/SE shall be submitted for review and approval via the AGR to the CBP PM & AMO.
e. Any requirement for Master Gauges (electronic or manual) will be made via request from the OEM.

3.2.9.1 Reserved

3.2.9.2 Reserved

3.2.9.3 Reserved

3.3 Reserved

3.4 Material Disposition

All material removed for replacement purposes per this SOW shall be scrapped in-place unless requested by NAVAIR for fatigue testing.
Removed material not part of this SOW and found to be unserviceable shall be submitted to the AGR for disposition and shall be done under the O&A process. Also, additional material requirements not identified in this SOW shall be presented to the AGR for review and shall be considered as O&A requirements.

3.5 Over & Above

For any tasks not specified in this SOW, performance of such shall be considered under an O&A requirement and completed under the O&A process. All O&A tasks shall be authorized by the local AGR prior to commencing. In the event DCMA does not concur with the AGR recommendation, the issue shall be forwarded to the CBP Contracting Officer Representative (COR) for resolution.

3.6 Program Management

The contractor shall provide for the planning, direction, coordination, and control of all P-3 ESSI activities within the contractor's organization, his team members and all subcontractors. This task shall include such elements as cost, schedule, and technical management. All administrative and financial data shall be furnished in accordance with the Contract Data Requirements List (CDRL).

3.6.1 Program Planning and Control

The contractor shall develop a comprehensive program management and systems engineering approach for all elements of the ESSI. The contractor shall address all issues related to risk management and contractual execution including critical path items and program engineering, production, and Integrated Logistic Support (ILS) milestones as an ongoing process.

3.6.2 Program Master Schedule

The contractor shall establish and maintain a program master schedule. The master schedule shall include the program's milestones and all significant tasks, events and activities required to effectively manage program progress, and technical performance. The schedule shall be to at least a level-3 work breakdown structure. This data shall be provided at PMR's.

3.6.3 Subcontract Management

The contractor shall be solely responsible for the performance and quality of all subcontractor work performed in response to the requirements of this contract.

3.6.3.1 Subcontract Management and Control

The contractor shall identify and monitor technical, quality, schedule, and milestone achievement on a continuing basis, according to the contractor's own established subcontract management practices. The contractor shall ensure contractual requirements are disseminated down to the subcontract level.

3.6.3.2 Subcontract Monitoring

The contractor shall make provisions for government representatives to participate in subcontract visits, technical working groups, and periodic reviews for the purpose of observing work in progress. Five (5) days advance notice shall be given to the COR or technical representatives prior to planned subcontractor visitations.

3.6.4 Contractor Cost Summary

The contractor shall establish, maintain and use a management control system for internal planning, control of costs and measurement of performance. A Contract Funds Status Report (CFSR) is required. Summary level data shall be provided at PMRs. (CDRL C001/H001).

3.6.5 Reviews

The contractor shall provide for the planning, direction, coordination, and control of all P-3 ESSI activities within the contractor's organization, his team members and all subcontractors. This task shall include such elements as cost, schedule, and technical management. All administrative and financial data shall be furnished in accordance with the CDRL. The Contractor shall conduct the reviews specified below. Unless otherwise specified, meetings shall be conducted at the contractor or subcontractor's facility.

3.6.5.1 Initial Review (IR)

An Initial Review shall be conducted approximately 30 days after contract award. The purpose will be to allow the contractor and the government to establish lines of communication, set program objectives and priorities, and address any issues (CDRL C002/H002).

3.6.5.2 Program Management Reviews (PMR)

The contractor shall conduct a Program Management Review two months after the IR and quarterly thereafter. PMRs shall be conducted to provide the necessary visibility to the government into the conduct and consequences of the various efforts implemented by the contractor. During these reviews, the contractor shall be required to present his technical, schedule, and performance status along with any problem areas and recommended corrective actions. During the PMRs, deviations in the program (including changes in the risk levels) shall be addressed and the rationale for any changes shall be provided. Alternative and recommended courses of action shall be identified as appropriate. Copies of all presentation material (charts, graphs, etc.) shall be available at each PMR and shall become part of the minutes. The topics for presentation and discussion at each PMR shall include, but not be limited to: (CDRL C002/H002)

a. Overall technical, schedule, integrated logistic support (ILS), and cost status of the program (including subcontractor efforts) to include, as a minimum:
    i. A brief overview and status of the program objectives and the technical feasibility of obtaining them;
    ii. Updates to master schedules;
    iii. An assessment of the risk of missing milestones;
    iv. Formal change proposals to the system design; and
    v. Results from the previous quarter and detailed plans for the next quarter.
b. Requirements for further technical coordination meetings.
c. Status and discussion of all outstanding action items resulting from previous PMRs, technical reviews, and technical coordination meetings and additional proposed action items.

3.6.5.3 Technical Interchange Meetings (TIM)

The contractor shall conduct TIMs to facilitate identification and resolution of engineering and integrated logistics support issues. The contractor shall assist in identifying and resolving engineering and safety issues, which require coordination, oversight, and approval by the government. The contractor shall participate/conduct the necessary number of TIMs needed to execute the delivery schedule. As possible, TIMS shall be conducted in conjunction with QPMRs at the contractor's facility. Technical documentation required for each TIM shall be based on the purpose of the meeting. (CDRL C002/H002)

3.6.6 Reports

3.6.6.1 Aircraft Custody/Change of Status Report

The contractor shall submit a status report message, to CBP P-3 Operations Center prior to 1200 hours local eastern time, reporting all aircraft receipt transactions that occurred during business hours 0001 through 2400 the previous day and identifying aircraft by BUNO IAW OPNAVINST 5442.2 as amended. (CDRL C003/H003)

3.6.6.2 Bi-Weekly Aircraft Production Status Report

Submit a bi-weekly aircraft production status report, via the CBP COR to the CBP Program Manager. The report shall status all ESSI aircraft inducted. (CDRL C004/H004)

3.6.6.3 Wing Structural Alteration Report

Submit a wing structural alteration report following DD-250 of the aircraft. Serial number stenciled on wing tips must be noted on this report. A copy of the Miscellaneous History section entry shall be mailed to CBP P-3 Operations Center. (CDRL C005/H005)

3.6.6.4 Aircraft Damage Report.

Submit an aircraft damage report upon completion of NDI for each aircraft. (CDRL C006/H006)

4.0 CONTRACT DATA REQUIREMENTS LIST

The data items listed below, as specified on the CDRLs, represent the deliverable data associated with the work effort.

CDRL	Title	Applicable DID	Paragraph
C001/H001	Contract Funds Status Report	DI-MGMT-81468	Para. - 3.6.4
C002/H002	Conference Agenda and Minutes	DI-ADMN-81249A/81250A	Para. – 3.6.5.1, 3.6.5.2 and 3.6.5.3
C003/H003	Aircraft Custody/Change of Status	DI-MISC-80711	Para. – 3.6.6.1
C004/H004	Bi-Weekly Aircraft Production Status	DI-MISC-80711	Para. – 3.6.6.2
C005/H005	Wing Structural Alteration Report	DI-CMAN-81018	Para. – 3.6.6.3
C006/H006	Aircraft Damage Report	DI-MISC-80711	Para. – 3.6.6.4

5.0 GLOSSARY

ACRONYM	DESCRIPTION
ACO	Administrative Contracting Officer
AMO	Aircraft Maintenance Officer
BHEC	Bolt Hole Eddy Current
BL	Butt Line
BUNO	Bureau Number
CBP	Customs and Border Patrol
CDRL	Contract Data Requirements List
CFSR	Contract Funds Status Report
CFE	Contractor Furnished Equipment
CFM	Contractor Furnished Material
COR	Contracting Officer Représentative
ESF	Explosion Suppressant Foam
FLE	Fatigue Life Expended
GFE	Government Furnished Equipment
GFI	Government Furnished Information
GFM	Government Furnished Material
IAW	In Accordance With
NAVAIR	Naval Air Systems Command
O&A	Over and Above
PM	Program Manager
PMR	Program Management Review
SLAP	Service Life Assessment Program
SOW	Statement of Work
SSI	Special Structural Inspections
TIM	Technical Interchange Meeting
WS	Wing Station

APPENDIX (A)
P-3 ESSI NDI DETAILED REQUIREMENTS SUMMARY

Table A-I below contains a summary of the required ESSI NDI locations and procedures. Detailed inspection requirements and instructions are provided in Air Frame Bulletin (AFB)-357 Inspection Data Package (IDP) of 30 March 2004; Attachment (9) to this contract.

Table A-I
P-3 ESSI NDI DETAILED REQUIREMENTS SUMMARY

Wing Location	Location	AFB-357 IDP Appendix No.	Inspection Procedure	Prep/Access Requirements	Cal Std	Reliable Detection Size
Outer Wing	(b) (7)(E)	A	Scan nacelle skate angle to lower wing plank fastener holes to detect cracks in chord wise orientation initiating at fastener and rivet holes. Bolt Hole Eddy Current (BHEC) inspect fastener hole and Ultra Sonic (UT) inspect satellite holes.	Strip sealant and paint from inspection area and clean ID of fastener hole.	(b) (7)(E)	
Outer Wing		B	Eddy Current Surface Scan (ECSS) around fasteners attaching MLG truss rib to the lower wing planks	Remove MLG Trunnion fitting and excess sealant and paint from around fasteners and inspect around all fasteners common to lower wing planks and MLG truss rib.		
Center Wing		C	Shear Wave Ultrasonic/BHEC. Inspect around all dome nut holes, satellite holes, and free edge of cutout for cracks	Strip sealant and clean holes from inspection area.		
Center Wing		D	ECSS inside and face of all weep holes.	Clean holes of sealant and tank sealant coating.		
Center Wing		E	ECSS lower front spar cap around all fasteners. If surface is not accessible for ECSS then use either UT or remove fastener and BHEC	Clean surface to allow ECSS inspection. If unable to perform ECSS then use UT or remove fastener and perform BHEC inspection.		

STATEMENT OF WORK

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ENHANCED SPECIAL STRUCTURAL INSPECTIONS

CBP & NAVY MODEL P-3 AND DERIVATIVE SERIES AIRCRAFT

APPENDICES

Table A-I (Cont'd)

Wing Location	Location	AFB-357 IDP Appendix No.	Inspection Procedure	Prep/Access Requirements	Cal Std	Reliable Detection Size
Center Wing	(b) (7)(E)	F	ECSS #1 plank around all fasteners attaching to lower front spar cap. If surface is not accessible for ECSS then use either UT or remove fastener and BHEC	Clean surface to allow ECSS inspection. If unable to perform ECSS then use UT or remove fastener and perform BHEC inspection.	(b) (7)(E)	
Outer Wing		G	ECSS web around all fasteners attaching lower front spar cap. If surface is not accessible for ECSS then use either UT or remove fastener and BHEC	Clean surface to allow ECSS inspection. If unable to perform ECSS then use UT or remove fastener and perform BHEC inspection.		
Horizontal Stabilizer		H	ECSS the inside radius of the upper aft flange of the spar cap, 901187-103/104	Trim 917183-5/6 fuselage fairing and 907992-5/6 fixed trailing edge panel corners by 0.2 and 0.3 inches respectively to expose inside radius of aft flange of spar cap. Strip and clean radius area of the aft upper spar cap for ECSS inspection		
Outer Wing		I	BHEC inspect all holes in chord wise splice	Clean fastener holes for BHEC inspection		
Outer Wing		I	BHEC inspect all holes in chord wise splice	Clean fastener holes for BHEC inspection		
Outer Wing		I	BHEC inspect all holes in chord wise splice	Clean fastener holes for BHEC inspection		
Center Wing		I	BHEC inspect all holes in chord wise splice	Clean fastener holes for BHEC inspection		
Center Wing		I	BHEC inspect all holes in chord wise splice	Clean fastener holes for BHEC inspection		
Center Wing		I	BHEC inspect all holes in chord wise splice	Clean fastener holes for BHEC inspection		
Center Wing		I	BHEC inspect all holes in chord wise splice	Clean fastener holes for BHEC inspection		

Table A-I (Cont'd)

Wing Location	Location	AFB-357 IDP Appendix No.	Inspection Procedure	Prep/Access Requirements	Cal Std	Reliable Detection Size
Outer Wing	(b) (7)(E)	I	BHEC inspect all holes in chord wise splice	Clean fastener holes for BHEC inspection	(b) (7)(E)	
Outer Wing		N/A	Visually inspect span wise splice holes and radius for cracks, stress corrosion cracking, and tooling damage.	Strip and clean area to be inspected		
Outer Wing		I	BHEC inspect all holes in chord wise splice	Clean fastener holes for BHEC inspection		
Outer Wing		N/A	Visually inspect span wise splice holes and radius for cracks, stress corrosion cracking, and tooling damage.	Strip and clean area to be inspected		
Outer Wing		I	BHEC inspect all holes. FPI exposed surface of the fitting from the upper spar cap to the lower edge of the part.	Clean fastener holes for BHEC inspection. Strip and clean inspection area for FPI inspection		

APPENDIX (B)

OUTER WING MATERIAL REQUIREMENTS (GFM)

The following tables list representative Government furnished outer wing and special fastener material requirements for completion of this SOW. * Specific part number to BUNO inducted.

Table B-I
GOVERNMENT FURNISHED OUTER WING MATERIAL

Part Number	Nomenclature	GFM Quantity Per Aircraft
*938811-101 or 925501-1	#1 Lower Plank	1
*938811-102 or 925501-2	#1 Lower Plank	1
*938812-101 or 900602-1	#2 Lower Plank	1
*938812-102 or 900602-1	#2 Lower Plank	1
*938813-101 or 925503-1	#3 Lower Plank	1
*938813-102 or 925503-2	#3 Lower Plank	1
*938814-101 or 925504-1	#4 Lower Plank	1
*938814-102 or 925504-2	#4 Lower Plank	1
*938322-101 or 925788-1	Forward Web	1
*938322-102 or 925788-2	Forward Web	1
*938320-101 or 901055-1	Forward Spar	1
*938320-102 or 901055-2	Forward Spar	1
*938321-101 or 925250-1	Forward Spar	1
*938321-102 or 925250-2	Forward Spar	1
*939196-101 or 807354-3	LT Upper Fwd Corner Fitting	1
*939196-102 or 807354-4	RT Upper Fwd Corner Fitting	1
*939193-101 or 904626-1	LT Lower Fwd Corner Fitting	1
*939193-102 or 904626-2	RT Lower Fwd Corner Fitting	1
*939192-101 or 807353-1	LT Lower Aft Corner Fitting	1
*939192-102 or 807353-2	RT Lower Aft Corner Fitting	1
*939191-101 or 807355-3	LT Upper Aft Corner Fitting	1
*939191-102 or 807355-4	RT Upper Aft Corner Fitting	1
810051-5	PLATE,ATTACH #2 UPR I/B	1
810051-7	PLATE,ATTACH #3 UPR I/B	1
810053-5	PLATE,ATTACH #2 LWR I/B	1
810053-7	PLATE,ATTACH #3 LWR I/B	1
810052-5	PLATE,ATTACH #2 UPR O/B	1
810052-7	PLATE,ATTACH #3 UPR O/B	1
*810054-5 or 939329-101	PLATE,ATTACH #2 LWR O/B	1
*810054-7 or 939329-103	PLATE,ATTACH #3 LWR O/B	1
810055-5	PLATE,ATTACH #1 UPR I/B	1
810055-7	PLATE,ATTACH #4 UPR I/B	1
810056-5	PLATE,ATTACH #1 UPR O/B	1
810056-7	PLATE,ATTACH #4 UPR O/B	1
919144-1	PLATE,ATTACH #1 LWR I/B	1
919144-2	PLATE,ATTACH #4 LWR I/B	1
919139-1	PLATE,ATTACH #1 LWR O/B	1
919139-2	PLATE,ATTACH #4 LWR O/B	1
*901662-1 or 939515-101	"T" CAP, LOWER, WING RIB, BL 65, LH	1
*901662-2 or 939515-102	"T" CAP, LOWER, WING RIB, BL 65, RH	1

Table B-II
SPECIAL FASTENER MATERIAL REQUIREMENTS

Expendable Items – Manufactured by Fatigue Technology Inc. Seattle, Washington			
Description	**Model Number**	**Location**	**Per A/C**
Split Sleeve	CBS-4-0-N-16F	Nacelle Closeout	700
Split Sleeve	CBS-4-1-N-16F	Nacelle Closeout	60
Split Sleeve	CBS-4-2-N-16F	Nacelle Closeout	30
FtCx Sealed Nut	FTDN-AAAA-3-1	Fillet Panels	320
FtCx Split Sleeve	FTS-3-0-1-16	All Class I Retainers	320
FtCx Split Sleeve	FTS-3-0-2-16	All Class II Retainers	40
ForceTec Class I Retainer	FTSRC-3-0-1-.110-SC	Skate Angles	50
ForceTec Class I Retainer	FTSRC-3-0-1-.130-SC	Skate Angles	150
ForceTec Class I Retainer	FTSRC-3-0-1-.240-SC	Skate Angles	25
ForceTec Class I Retainer	FTSRC-3-0-1-.300-SC	Skate Angles	25
ForceTec Nominal Retainer	FTSRC-3-0-2-.085-SC	Fillet Panels	10
ForceTec Nominal Retainer	FTSRC-3-0-2-.110-SC	Fillet Panels	30
ForceTec Nominal Retainer	FTSRC-3-0-2-.130-SC	Fillet Panels	6
ForceTec Nominal Retainer	FTSRC-3-0-2-.300-SC	Fillet Panels	10
ForceTec Nominal Retainer	FTSRC-3-0-2-.350-SC	Fillet Panels	5
ForceTec Nominal Retainer	FTSRC-3-1-2-.085-SC	Fillet Panels	10
ForceTec Nominal Retainer	FTSRC-3-1-2-.110-SC	Fillet Panels	10
ForceTec Nominal Retainer	FTSRC-3-1-2-.300-SC	Fillet Panels	10
FtCx Oversize Retainer	FTSRC-3-1-1-.110-SC	Skate Angles	6
FtCx Oversize Retainer	FTSRC-3-1-1-.130-SC	Skate Angles	10
FtCx Oversize Retainer	FTSRC-3-1-1-.240-SC	Skate Angles	5
FtCx Oversize Retainer	FTSRC-3-1-1-.300-SC	Skate Angles	5
FtCx Special Oversize	FTSRC-797-3-4-1-.240-SC	Special Oversize	5
FtCx Special Oversize	FTSRC-797-3-4-1-.300-SC	Special Oversize	5
Split Sleeve	CBS-4-0-N-16F	Nacelle Closeout	700
Split Sleeve	CBS-4-1-N-16F	Nacelle Closeout	60

Table B-II
SPECIAL FASTENER MATERIAL REQUIREMENTS (cont'd)

Description	Model Number	Location	Per A/C
Split Sleeve	CBS-4-2-N-16F	Nacelle Closeout	30
FtCx Sealed Nut	FTDN-AAAA-3-1	Fillet Panels	320
FtCx Split Sleeve	FTS-3-0-1-16	All Class I Retainers	320
FtCx Split Sleeve	FTS-3-0-2-16	All Class II Retainers	40
ForceTec Class I Retainer	FTSRC-3-0-1-.110-SC	Skate Angles	50
ForceTec Class I Retainer	FTSRC-3-0-1-.130-SC	Skate Angles	150
ForceTec Class I Retainer	FTSRC-3-0-1-.240-SC	Skate Angles	25
ForceTec Class I Retainer	FTSRC-3-0-1-.300-SC	Skate Angles	25
ForceTec Nominal Retainer	FTSRC-3-0-2-.085-SC	Fillet Panels	10
ForceTec Nominal Retainer	FTSRC-3-0-2-.110-SC	Fillet Panels	30
ForceTec Nominal Retainer	FTSRC-3-0-2-.130-SC	Fillet Panels	6
ForceTec Nominal Retainer	FTSRC-3-0-2-.300-SC	Fillet Panels	10
ForceTec Nominal Retainer	FTSRC-3-0-2-.350-SC	Fillet Panels	5
ForceTec Nominal Retainer	FTSRC-3-1-2-.085-SC	Fillet Panels	10
ForceTec Nominal Retainer	FTSRC-3-1-2-.110-SC	Fillet Panels	10
ForceTec Nominal Retainer	FTSRC-3-1-2-.300-SC	Fillet Panels	10
FtCx Oversize Retainer	FTSRC-3-1-1-.110-SC	Skate Angles	6
FtCx Oversize Retainer	FTSRC-3-1-1-.130-SC	Skate Angles	10
FtCx Oversize Retainer	FTSRC-3-1-1-.240-SC	Skate Angles	5
FtCx Oversize Retainer	FTSRC-3-1-1-.300-SC	Skate Angles	5
FtCx Special Oversize	FTSRC-797-3-4-1-.240-SC	Special Oversize	5
FtCx Special Oversize	FTSRC-797-3-4-1-.300-SC	Special Oversize	5
FtCx Special Oversize	FTSRC-797-3-4-2-.240-SC	Special Oversize	5
FtCx Special Oversize	FTSRC-797-3-4-2-.300-SC	Special Oversize	5
FtCx Retainer	FTSRC-4-0-2-.140-SC	Plank 6 Closeout	16
FtCx Retainer	FTSRC-4-0-2-.250-SC	Plank 6 Closeout	24
FtCx Sleeve	FTS-4-0-2-8	Plank 6 Closeout	40

Table B-II
SPECIAL FASTENER MATERIAL REQUIREMENTS (cont'd)

Description	Model Number	Location	Per A/C
Sealed Nut	FTDN-AAAA-4-1	Plank 6 Closeout	40
FtCx Retainer	FTSRC-4-0-2-.140-SC	Plank 1 & 4 Lwr Nacelle	8
FtCx Sleeve	FTS-4-0-2-16	Plank 1 & 4 Lwr Nacelle	8
Sealed Nut	FTDN-AAAA-4-1	Plank 1 & 4 Lwr Nacelle	8
Bushing	BLB-797-4-0-2-.250-SC	Close Out Panel #6	32
Bushing	BLB-797-3-0-2-.250-SC	AFB-356 IDP Appendix A	5
Bushing	BLB-797-3-1-2-.250-SC	AFB-356 IDP Appendix A	4
Bushing	BLB-797-3-0-1-.250-SC	AFB-356 IDP Appendix B	20
Bushing	BLB-797-3-1-1-.250-SC	AFB-356 IDP Appendix B	8

APPENDIX (C)

RESERVED

APPENDIX (D)

RESERVED