

# Joint Strike Fighter – Lightning II Monthly Assessment Report

Prepared for the Joint Strike Fighter Program Office  
Prepared by DCMA Lockheed Martin Fort Worth



18 August 2008

## Table of Contents

JSF Executive Summary .....	3
JSF Outcomes and Performance Commitments .....	4
Improve Build-to-Package (BTP) Quality .....	5
Successful Component Build .....	5
Processes Assessed .....	8
Processes Assessed .....	8
Safety of Flight (SOF) .....	8
Successful System Checkout Procedures (SCOPs) .....	8
Improved Software Productivity .....	8
Processes Assessed .....	8
Predictive Analysis of SDD Cost, Schedule and Performance Variance .....	8
Delegated Field Assessments .....	8
Successful Completion of Assist Audits .....	8
Successful Contract Closeouts .....	8
At Risk Funds .....	8
Earned Value .....	8
Appendix A – EV Assessment Criteria .....	8

## JSF Executive Summary

Flight Test – AA-1 has accomplished 45 flights as of 17 Jul 08. BF-1 has flown 9 flights, accumulating ~8.3 flight hours as of 30 Jul 08. Current projection for BF-1 deployment to NAS PAX River is May 2009.

Flight Test activities for both aircraft are currently delayed as a result of testing anomalies against requirements on the 28 Volt and 270 Volt Battery Charger/Controller Unit (BCCUs), the Electrical Distribution Unit (EDU), and the Power Distribution Unit (PDU)

Production Status (As of 10 August 08)	
Forward Fuselage	9 – Assembly 7 – Mate/Final
Center Fuselage	12 – Assembly/On-Dock 7 – Mate/Final
Aft Fuselage	6 – Assembly/On-Dock 7 – Mate/Final
Wing	8 – Assembly 7 – Mate/Final
Fuselage Structure Mate (EMAS)	4 – (AF-1, AF-2, AF-3, AG-1)
Final Assembly/Sub-Systems/Systems Test/Labs	4 – (BF-2, BF-3, BF-4 & BG-1)
Field Ops/ITF	2 – (AA-1 & BF-1)

BF-2 roll-out occurred on 16 Aug 08. As of 17 Aug 08, BF-2 has 706 Standard hours of open work, with a DCMA estimate of 22,595 hours of out-of-station work.

In accordance with FAR 52.232-22; Limitation of Funds Clause, LM Aero has submitted a Notification of Revised Funding Estimate; Over Target Baseline/Schedule (OTB/OTS) letter to the JSFPO dated 8 Jul 08. The letter serves as notification that the current contract value at cost of \$23,662,229,496 through P00263 and commensurate funding, is not estimated to be sufficient to complete the contract (N00019-02-C-3002). LM now projects that the cost estimate at complete for the contract will be \$25,162,229,496, requiring a \$1.5B increase in funding for costs to complete the contract. This estimate also includes the addition of a one year Period of Performance (POP) extension from October 2013 to October 2014.

The June 08 CPR has incorporated an OTB / OTS with a replan to Master Schedule 6.1 to fit the scope of SDD as agreed by the Replan Joint Closure Board. The replan included elimination of two aircraft, streamlining and reduction of manpower, consolidation of testing activities, etc. The CPR does not incorporate the effect of the recently negotiated 2008 FPRA agreement due to lack of time for LM managers to review. It should also be noted that this CPR was released prematurely and was cited with a Level I CAR. The OTB contains changes that require contract authorization. At the time of the CPR release, that authorization had not been signed. Since notifying Lockheed of that CAR, the contract authorization letter has been signed; the original CPR was rescinded, and re-released with the date of the authorization letter.

The following factors pose continuing program challenges: flight test development anomalies discovered; execution of the flight test schedule; budget constraints for future change requirements; foreign exchange rates; late to need parts; late TFE; manufacturing efficiencies; out-of-station work; traveled work; schedule slippage; potential baseline changes and non-recurring costs to LRIP 1 funded by the SDD contract.

## Report Scope

The Joint Strike Fighter – Lighting II Monthly Assessment Report (MAR) is intended to meet customer outcomes identified in the Memorandum of Agreement (MOA) with the JSF Program Office (JSFPO). The objective is for the contractor to deliver products on schedule. The customer outcomes as described in the overarching MOA between DCMA and the JSF Program Office are as follows:

- |                                      |                                    |
|--------------------------------------|------------------------------------|
| A. Effective Design Processes        | D. Effective Acceptance Processes  |
| B. Effective Manufacturing Processes | E. Effective Improvement Processes |
| C. Effective Quality Processes       | F. Supply Chain Management         |

## JSF Outcomes and Performance Commitments

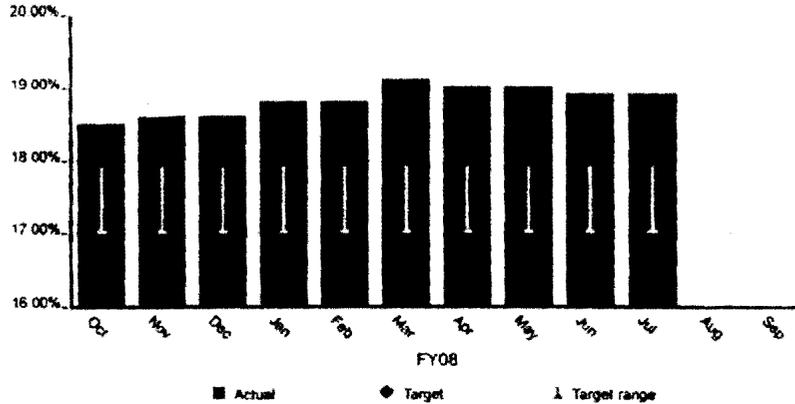
Outcomes, Performance Commitments (PC's), and the associated ratings are shown below. Interdisciplinary teaming between Business and Technical Product Assurance (PA) personnel is used to ensure customer outcomes are ascertained, risks to outcomes are identified and assessed.

DCMA Outcome	Performance Commitment	Rating Criteria	Rating
Improve Build-to-Package (BTP) Quality	18% of BTPs approved (no error) on first review	<17% = Red Up to but not including 18% = Yellow 18% or > = Green	
Successful Component Build	<10% variance of planned builds vs. actual schedule	> -15% = Red -10% to -15% = Yellow < -10% = Green	
Non-Conformance Reduction	10% reduction in MRB discrepancies per year	>10% Above Goal = Red Within 10% of Goal = Yellow < Goal = Green	
Safety of Flight (SoF)	First pass rate >75% for acceptance of SoF items	<69% = Red 70-75% = Yellow >76% = Green	
Effective Management of Formal Risks	Risk mitigation activities and waterfalls do not exceed 60 days off track	<90% = Red 90% to 99% = Yellow 100% = Green	
Successful System Checkout Procedures (SCOPs)	Scheduled completion is greater than 90%	<80% = Red ≤ 89% to ≥ 80% = Yellow ≥ 90% = Green	
Improved Software Productivity	Block 0.5 Software Productivity Cost Performance Variance (SPCPV) for WBS 1420 Airborne Software is improved at least 30% from Block 0.1 SPCPV	Block 0.5 SPCPV improved <10% of Block 0.1 = Red Block 0.5 SPCPV improved at least 10% but <30% of Block 0.1 SPCPV = Yellow Block 0.5 SPCPV improved at least 30% from Block 0.1 SPCPV = Green	
Predictive analysis of SDD cost, schedule and performance variance	Resource requirements are aligned in support of funding and budget allocations(s), IEAC data and projections predict actual performance within 10% of actuals	>10% Variance = Red 5% to 10% Variance = Yellow <5% Variance = Green	Y
Delegated field assessments of supplier design, manufacturing, quality and improvement effectiveness	Each delegated supplier has quality ratings >96%	<87% = Red 87% to 95% = Yellow ≥ 96% = Green	Y
Successful completion of assist audits	Process contractor / PCO requests for domestic / international assist audits within 2 business days 85% of the time	<75% = Red 75% to 84% = Yellow >84% = Green	
Successful contract closeouts	Accomplish 94% contract closeout action within FAR mandated timeframes	<85% = Red 85% to 93% = Yellow >93% = Green	
Ensure "At Risk" funds, likely to require replacement do not cancel	90% of canceling funds de-obligated / billed	<80% = Red 80% to 89% = Yellow >89% = Green	

## Improve Build-to-Package (BTP) Quality

**PC – NSF198AJ04:** Description: 18% of BTP's approved (with no error) on first review. Goal is to influence contractor to improve BTP quality by improving the percentage of BTP check forms found to be error free at BTP check prior to BTP release. This is not a direct measure of first pass yield, but includes forms correct for all passes. If the actual forms correct percentage is below the minimum target range of 17%, the rating is red, if it is at the minimum target range up to but not including 18%, then it is rated yellow, if it is at the target (goal) of 18% or greater, it is rated green.

**YS-AJH DCMA LMFW F-35 NSF198AJ04 Maintain 1st Pass Yield**

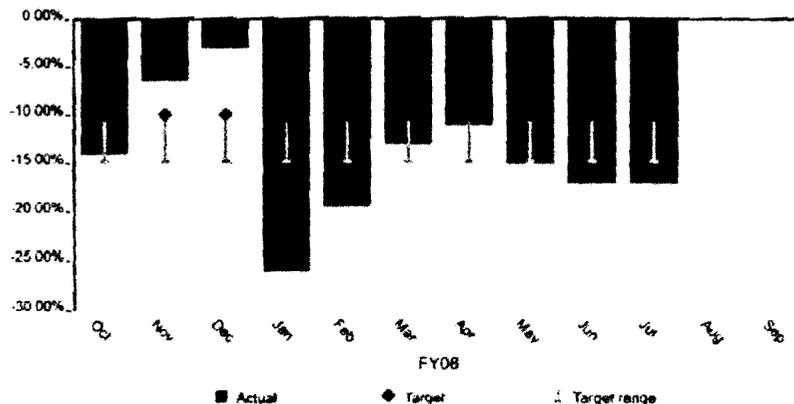


Performance commitment is rated Green this period with a BTP 1<sup>st</sup> pass yield rate of 18.9%. DCMA continues to examine data in LM Aero's BTPCAP (Build-To-Package Corrective Action Process) database to determine if any unfavorable trends requiring corrective actions exist. DCMA also attends EDE (Engineering Data Evaluation) and BTPCAP meetings as members of the corrective action team, as well as monitor BTP S-curve data to determine the current release progress and to track the percentage of BTPs behind schedule.

## Successful Component Build

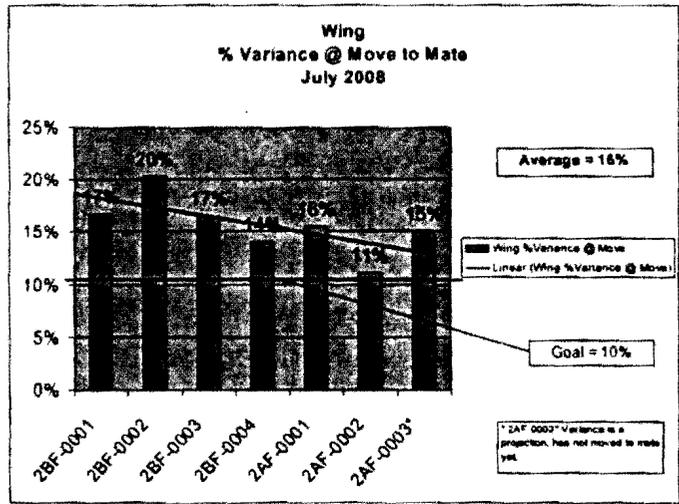
**PC – NSF198AJ05:** Description: Metric tracks the monthly variance of earned budget hours and actual hours. Data is calculated by finding the difference between planned versus actuals and then dividing by actuals for a percentage variance. Starting in May 2008, the goal is to reduce the average Wing touch labor variance "at move to mate" to within 10% by SDD completion, 2014. Red >-15% variance; Yellow is between -10% and -15% variance; Green <-10% variance. As each wing completes we will re-evaluate our goal by taking into account actual build performance.

**YS-AJH DCMA LMFW F-35 NSF198AJ05 Reduce Schedule Variation**

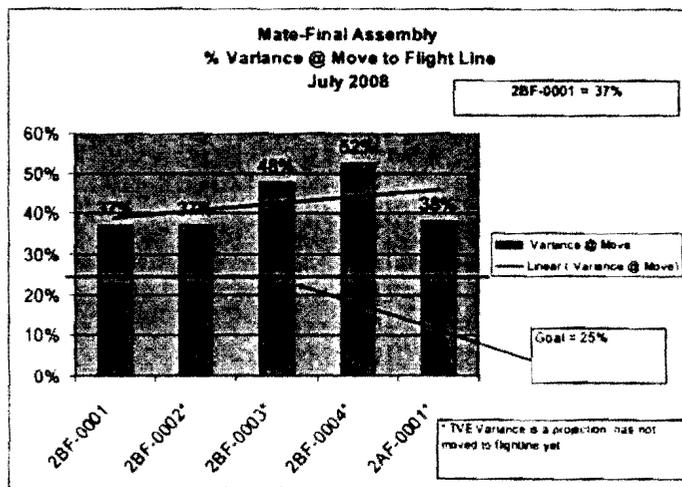


Performance Commitment is rated Red this period with a current overall Wing average touch labor variance to schedule of -16%.

The chart below is a breakout of the Wings which build up the -16% variation average. Data indicates the Wing is steadily reducing its variance at move to Mate. This is significant since history has shown that Mate and Final Assembly performance has been considerably affected by the condition (maturity) of the Wing at delivery.



According to our estimates (as of 27 Jul 08), BF-2 has approximately 31,617 hours (1,034 standard hours) of Forward/Wing/Mate build work remaining. If it moves to the flight line in this condition, it will have an approximate 37% variance to its planned schedule and will have approximately the same maturity as BF-1 when it moved to the flight line. At the time of this report, BF-2 has not moved to the flight line but is scheduled to move on 17 Aug 08. The chart (sub-metric) below is a breakout of the aircraft in Mate and Final Assembly along with their associated percent variance to schedule. Currently, we are not seeing a great deal of improvement in Mate and Final Assembly's performance even though the Wings are beginning to arrive more complete. It may take some time for Mate and Final Assembly to come down its learning curve, resolve the same types of issues the Wing and Forward experienced and begin to show positive cost and schedule performances.



Overall, Production Operation's cost and schedule performance trends have made significant improvements with the incorporation of the program replan. Of all build areas, Mate Thru Final Assembly

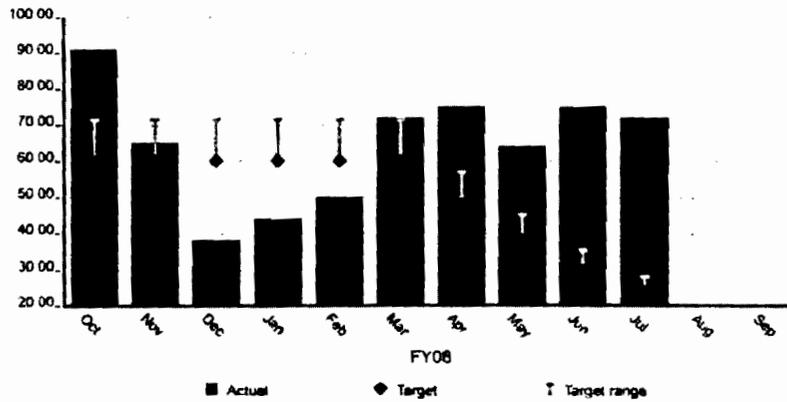
for BF-3, BF-4, and AF-1 continue to have the most trouble performing to their cost and schedule requirements.

Performance continues to be impacted by: persistent critical part shortages, high change traffic, difficult/inefficient work (out-of-station/out-of-sequence, part & tool locating via metrology, integration of flight test instrumentation, etc.), BOM accuracy, late and/or constant rework of planning and tooling issues/availability. DCMA continues to be concerned with the amount of out-of-station tasks traveling to Mate and the flight line.

In our opinion, LM's primary aircraft build issues in SDD are centered on: Wing's unplanned traveled work to Mate and Mate's unplanned traveled work to the flight line.

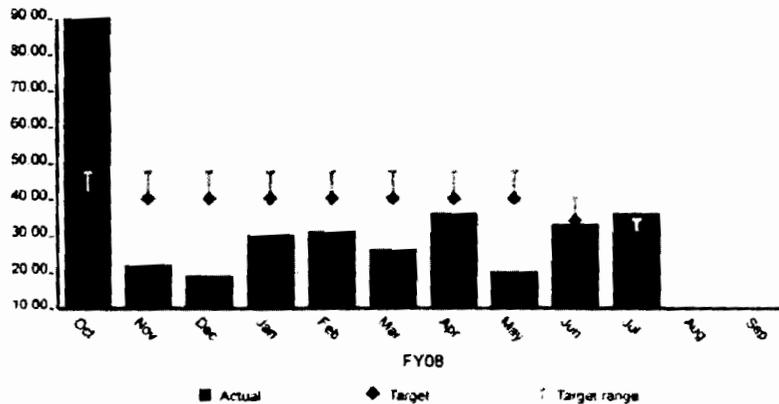
**NSF198AJ05 Sub-Metric:** Description: Reduce monthly average of negative float manufacturing days (Mdays) of key variant First Flight dates over baseline aircraft's (AA-1) delayed (~80Mdays) First Flight date. BF-4 (STOVL - Mission Systems Article) targets a 50% reduction in negative float over baseline, incorporating a 20% reduction each month in negative float Mdays. AF-1 (CTOL - Optimized vs. AA-1) targets a 50% reduction in negative float over baseline, incorporating a 15% reduction each month in negative float Mdays, 12 months out from Master Schedule First Flight date. (Note: Mdays are displayed as positive values, but represent behind schedule status).

**YS-AJH DCMA LMFW F-35 BF-4 First Flight Date**



BF-4 sub-metric is rated red this period with a July 2008 month end average of 72 Mdays negative float.

**YS-AJH DCMA LMFW F-35 AF-1 First Flight Date**



AF-1 sub-metric is rated red this period with a July 2008 month end average of 36 Mdays negative float.

## Processes Assessed

A DCMA LM Fort Worth Electrical Fabrication Shop (Dept. 073) Joint Process Review (JPR) was held 08-15 May 2008. As of 31 Jul 08, all findings have been closed. Verification took place this month and all corrective actions were found to be complete.

A DCMA/LM Aero Joint Process Review was conducted in the Tube & Weld Fabrication area (Dept. 034) at LMFW from 7-14 August 2008. Department 034 supports the manufacturing of tubes for the JSF program as a result of shortages that impact production's ability to maintain schedule. Findings and observations were documented and presented to LM Aero by the JPR Team in an out-briefing on 14 Aug 08. LM Aero responses and team validation/verification of corrective actions is pending.

Upcoming Joint Process Reviews: Wing Special Tooling in September.

## Non-Conformance Reduction

**PC – NSF198AJ06:** Description: 10% reduction in MRB discrepancies per year. Metric shows the average number of MR defects per 1000 actual manufacturing hours. The goal is to reduce MR defects per 1000 actual manufacturing hours by 10% per year. Red indicates more than 10% above the goal of 21, yellow indicates within 10% of the goal, and green indicates anything below the goal of 21.

The performance commitment is rated green for this period.

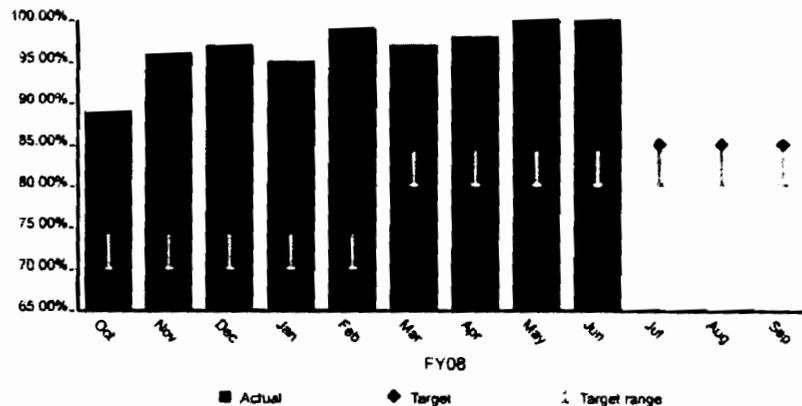
## Processes Assessed

Final Assembly was assessed this month (process review) with an acceptable outcome in all aspects that were evaluated. The review covered training of employees, calibration of tools, acceptable work instructions, and the employees' ability to use and understand work instructions.

## Safety of Flight (SOF)

**PC – NSF198AJ01:** Description: Measures contractor performance in passing Safety of Flight inspections on the first attempt. It is a measure of quality where the target is 85%. Normally, SOF metrics measure the number of SOF escapes to the customer. The F-35 program is not yet delivering to the customer; therefore, we are measuring the contractor's learning curve in presenting to DCMA defect free products in SOF designated areas. The ratio shows the number of SOF inspections passed on first attempt to the number of SOF inspections conducted. Green = 85%+, Yellow = 80% - 84%. Red = <79%.

YS-AJH DCMA LMFW F-35 NSF198AJ01 Imp SOF Insp 1st time pass



As of Jul 08, SOF first pass yield is 100 percent; therefore the performance commitment is rated green for this period. DCMA is progressing with LMFW QSPA in incorporating the DCMA Safety of Flight requirements. Our efforts will prove beneficial as we move through SDD, LRIP, and FRP.

Review of the SOF Plan and Inspections continue to be in validation. Since the aircraft (AA-1 and BF-1) were moved to the Flightline to support schedule, SOF validation could not be performed in the SWBS originally planned. This resulted in out-of-schedule inspections presented to DCMA and therefore impeding our validation process.

Planning (work instructions) is in an undetermined state due to the lack of validation in the planned SWBS resulting in most all SOFs being accomplished on the Flightline. DCMA is currently working with the teams on the aircraft to ensure the required SOF inspection points are presented and inspected. As progression is made on future aircraft in the production line we are determining where to place the SOF Inspections.

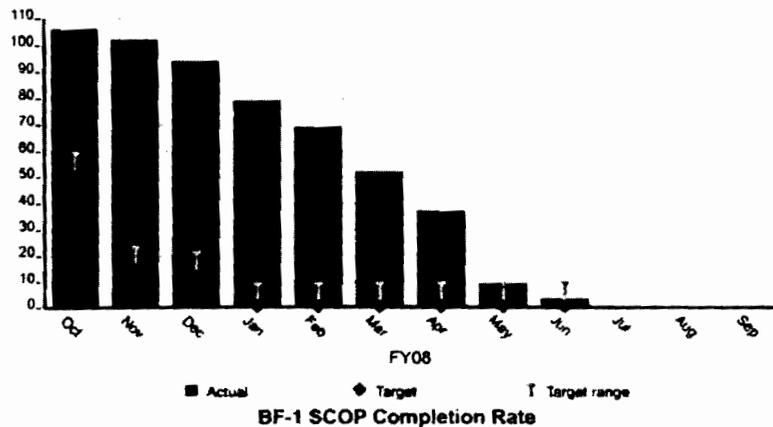
## Successful System Checkout Procedures (SCOPs)

**PC – NSF198AJ16:** Description: Scheduled completion is greater than 90%. SCOPs are test procedures written by Mate and Delivery System Test from released Engineering data to direct testing during aircraft assembly to verify the design/manufacturing processes. In addition, these procedures are also utilized by Field Operations to verify system integration and flight readiness prior to flight. The calculation for this metric is the number of SCOPs completed on time + the number of SCOPs scheduled for completion during the month. Target Goals are: Green -  $\geq 90\%$ , Yellow -  $\leq 89\%$  to  $\geq 80\%$ ; Red -  $< 80\%$ .

DCMA's data for the BF-2, BF-3, BF-4 and AF-1 test articles has been updated. Scheduled completion dates are now aligned to Master Schedule 6.1. This data will be used to develop DCMA SCOP completion metrics in the near future. We have recently provided this data to LM Aero for their input and feedback to assist us in validating the SCOP document and the SWBS in which each particular test is currently planned.

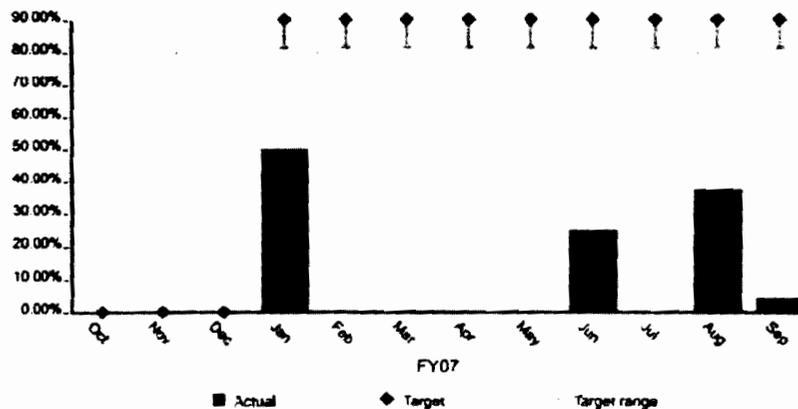
Since BF-1 first flight has taken place, no further SCOP testing is planned for that test article. Therefore, the metric below will no longer be updated. Additional metrics pertaining to SCOP testing on future SDD aircraft are in work.

**YS-AJH DCMA LMFW F-35 NSF198AJ16 SCOP Completions**

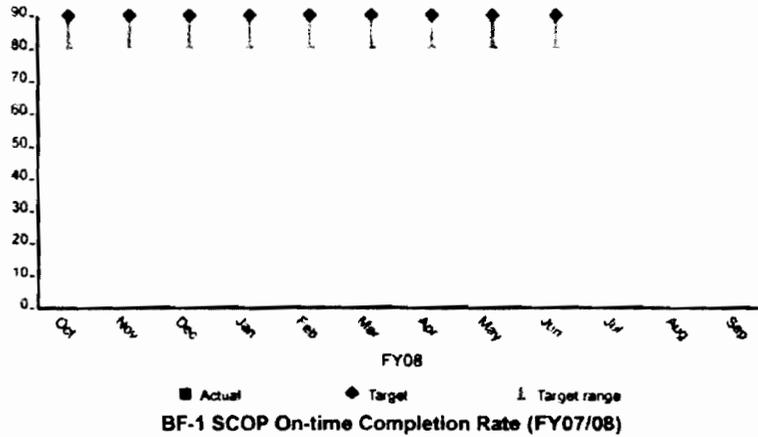


For current on-time completion rate see attached documents. The current goal is to accomplish  $\geq 90\%$  on-time completion.

**YS-AJH DCMA LMFW F-35 NSF198AJ16 Imp SCOP Compl Rate BF1**



**YS-AJH DCMA LMFW F-35 NSF198AJ16 Imp SCOP Compl Rate BF1**



DCMA is tracking the progress for SCOP preparation, sign off and release. Current formal document release rate for STOV is 100%, CTOL is 100% and CV is 85% for Jul 08.

Even though formal document release has improved, testing of Empennage assemblies is still behind schedule. Eight (8) aircraft components were scheduled for SCOP testing completion in Jul 08, none were completed. All build schedules are currently off track and is projected to deteriorate over the following weeks.

The performance commitment is rated green for this period.



**DCMA** **Prognostics and Health Management (PHM) Requirements**  
**[WBS: 114A – Requirements]**

DCMA conducted an assessment of the Software Quality Assurance group and the Software Configuration Status Accounting aspects of the Configuration Management process. Both the group and the process were proven to be effective and appropriate with green ratings.

**DCMA** **-[WBS 1428 - Fire Control NAV & Stores] (Responsibility for NAV functionality relocated to WBS 1428 from Own Ship Sensor WBS 1426)**

DCMA notes that 1428 remains SEAL rating-free and is not on the critical path.

**DCMA** **- [WBS 1437 – Integrated Core Processor (ICP)]**

The EAC this month is \$11M more than last month due to an increase in scope for the GDR \$(4.9M and USRL projects (\$5.8M). DCMA and LM continue working together on monthly process audits. Due to the high volume of peer reviews that are being performed on this program, an audit on the Peer Review Process and procedures is being conducted beginning this month.

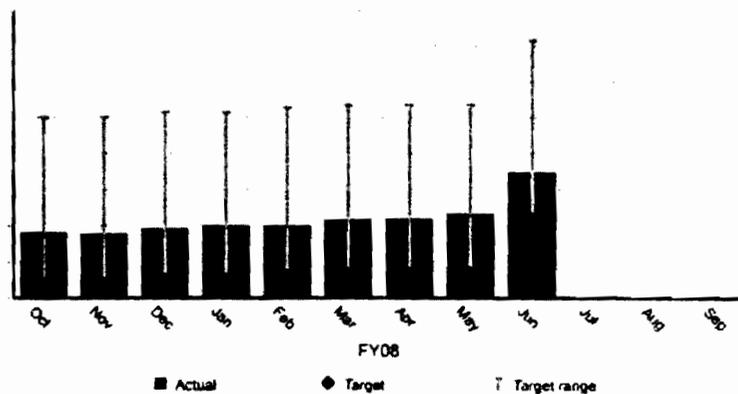
**Processes Assessed**

DCMA has completed the SPE Process Review interview questions and has forwarded them to the contractor for review and response. DCMA-LMFW is currently awaiting the contractor's response to the questions and then will analyze responses in comparison to the product examination portion of the process review.

**Predictive Analysis of SDD Cost, Schedule and Performance Variance**

**PC – NSF198AJ08:** Description: Resource requirements are aligned in support of funding and budget allocations. IEAC data and projections match actual performance within +/- 20% of contractors budget at completion. DCMA Independent EAC is measured against the prime contractor's BAC. The source of EV data comes from the monthly JSF SDD Cost Performance Report which lags by 1 month. Metric is updated in Metrics Manager as soon as data is received from contractor (approximately 45-60 days after end-of-month). This is represented as the contractor's BAC as the numerator divided by DCMA's IEAC as the denominator with a 20 percent tolerance band. DCMA uses trend analysis, the prime contractor's cost, pressures and risks, in addition to the sub-contractor costs, risks, including contract change notices as a factor for consideration. Green = 1.0 to 0.95 variance (5%), Yellow = 0.95 to 0.90 variance (5% to 10%), Red = 0.90 or greater variance (>10%).

**YS-AJH DCMA LMFV F-35 NSF198AJ08 Maint SDD Cost Schedule**

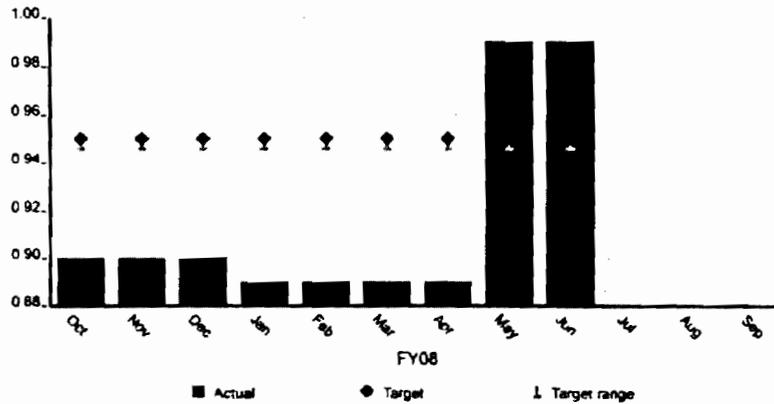


The performance commitment is rated yellow for this period.

**NSF198AJ08 Sub-Metrics:** Description: The Baseline Execution Index (BEI) metric is an Integrated Master Schedule (IMS) based metric that calculates the efficiency with which actual work has been accomplished when measured against the baseline. The BEI provides insight into the realism of program cost, resource, and schedule estimates. For BEI, an index of < .95 is used as a warning indication of schedule execution underperformance. Goal is to achieve BEI values  $\geq .95$ . Cumulative BEI equals actual tasks/activities completed divided by the baseline total tasks/activities.

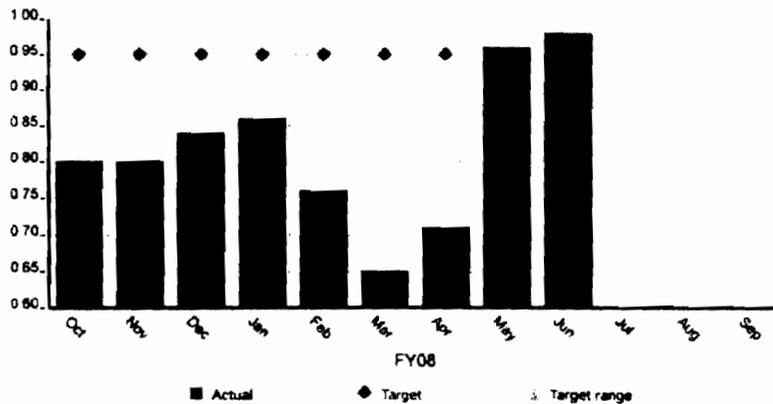
The Critical Path Length Index (CPLI) indicates whether or not the program schedule can be completed on time. This is an Integrated Master Schedule (IMS) based metric that utilizes the critical path methodology definition being: the longest, continuous sequence of tasks through the network schedule with the least amount of float, from contract start to contract completion. After contract start, the critical path is always measured from "time now" until contract completion. For CPLI, an index of < .95 is used as a warning indication that the program will not complete on time. Goal is to maintain CPLI values  $\geq .95$ . Critical Path Length Index (CPLI) equals the Critical Path Length (CPL) plus or minus the Total Float (TF) divided by the Critical Path Length (CPL). The target efficiency ratio for both metrics is 1.00. An index greater than 1.00 is favorable, and an index less than 1.00 is unfavorable.  $\geq .95$  = Green,  $.90$  to  $< .95$  = Yellow,  $< .90$  = Red

**YS-AJH DCMA LMFW F-35 IMS BEI**



BEI sub-metric is rated green for this period. As of month-end May 2008, MS-6.1 baseline replan dates have been incorporated into the IMS.

**YS-AJH DCMA LMFW F-35 IMS CPLI**



CPLI sub-metric is rated green for this period. As of month-end May 2008, MS-6.1 baseline replan dates have been incorporated into the IMS.

Lockheed Martin is now reporting to an Over Target Baseline of \$23.660,064K reported in the Cost Performance Report (CPR). The June 2008 SDD cost summary and program status is as follows:

	BAC	LM EAC CPR	DCMA IEAC
Performance Measurement Baseline (PMB)			
Management Reserve (MR)			
Total:			

Budget Baseline and EAC Summaries

Contract Data	KT 1	KT 2	KT 3	KT 4
Contract #	N00019-02-C-3002	N00019-06-C-0291	N00019-07-C-0097	N00019-08-C-0028
Name	JSF SDD	LRIP 1	LRIP 2	LRIP 3
Contract Type	Cost Plus Award Fee			
Obligated Amount	\$20,155,614,451.47	\$197,248,033.28	\$1,142,363,786.00	\$176,800,000.00
ULO	\$674,635,364.39	\$130,847,138.29	\$1,083,915,964.13	\$176,800,000.00
Performance Start/End	Oct 2001/Apr 2012	May 2007/Feb2010	Apr 2010/Feb 2011	Mar 201/Dec 2011

Primary Trip Wires				Secondary Trip Wires				
System Indicator	Baseline Indicator	Cum BEI	SPI	Cum CPLI	CPI	CPI/TCPI 10%	Contract Mods 10%	Baseline Revs 5%
								N/A

**Primary Trip Wires –**

(a) System Indicator: Please see EV section of report.

(b) Baseline Indicators: A baseline assessment shows the contractors BAC and EAC to be optimistic. To complete the contract within the CBB, the contractor needs to be about 10.9 percent more efficient. The BAC has increased by 39% since the start up in Oct of 2001. The cost growth is likely to increase due to inherent engineering risks in the first versions of STOV and CV aircraft.

**Secondary Trip Wires –**

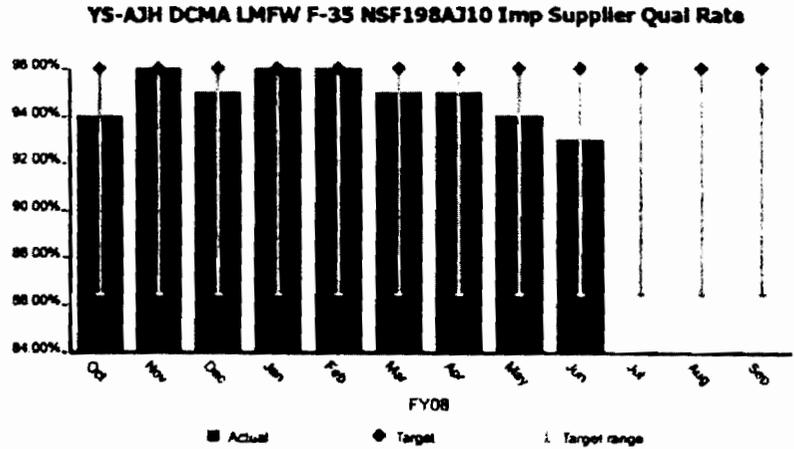
- Baseline Execution Index (BEI): No July data available due to MS Project SP issue.
- Monthly (July 2008) BEI = No July data available due to MS Project SP issue.
- SPI= BCWP/BCWS= .990
- CPLI= No July data available due to MS Project SP issue.
- CPI= BCWP/ACWP= .974
- CPI/TCPI= 0.968/1.086=.891
- Contracts Mods – (BAC now)/original BAC 10/01= =1.396

The DCMA Risk Rating for EVMS at the total program level is rated Yellow - using the agreed to parameter of VAC (-5.21%). Compare this to the LM's EAC and one can see a difference of over 6%. Similarly, the TCPI<sub>EAC</sub> is different when using the DCMA IEAC versus the contractor's EAC:

TCPI<sub>DCMA IEAC</sub> = 0.889  
 TCPI<sub>LM EAC</sub> = 1.018

### Delegated Field Assessments

**PC – NSF198AJ10:** Description: Each delegated supplier has quality ratings >96 percent. The top suppliers are summed (areas of consideration are: cost, issues, technical, criticality) and divided by quantity for an average QA rating per month. Goal is to achieve an average of >96%. GREEN is 96 to 100; YELLOW is 87 to 95; below 87 is RED. Data is distributed to supporting CMOs monthly for review/influence on contractor quality performance.



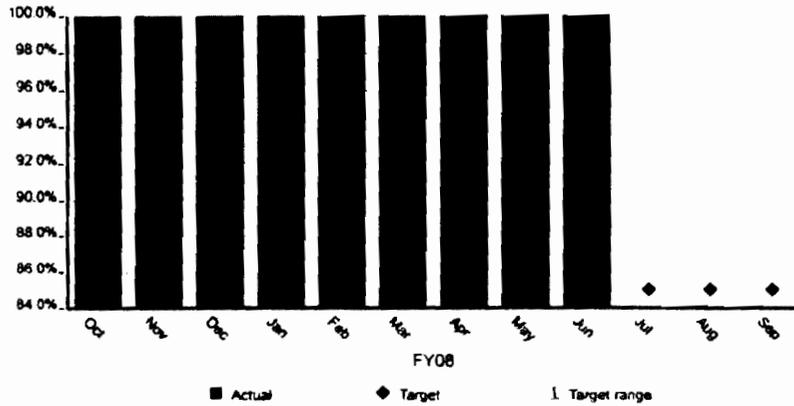
To improve robustness, the hardware was modified on serial number 104 and verified in the Systems Integration Lab. The anomaly can no longer be reproduced.

The overall average of the fourteen suppliers tracked is shown in the chart below. The score for the individual fourteen suppliers are shown in the embedded file.

## Successful Completion of Assist Audits

**PC - NSF198AJ13:** Description: Contractor/PCO requests for domestic/international Assist Audits within 2 business days 85% of the time. Percentage is calculated by dividing the number of Assist Audits processed within 2 business days by the total number of Assist Audits requested. Green = > 84%, Yellow = 75-84%, Red = < 75%.

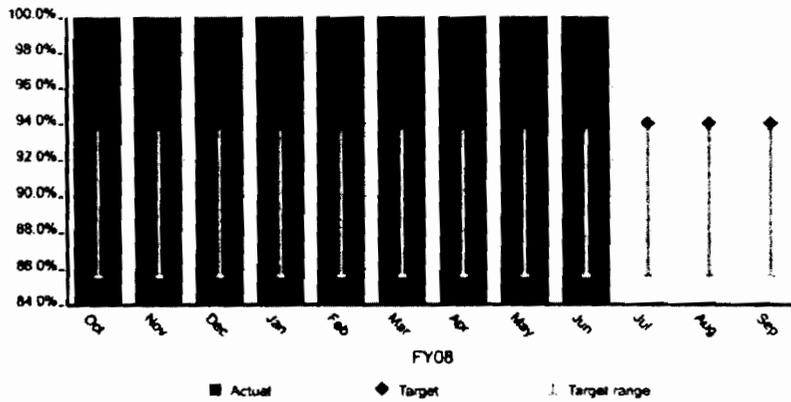
YS-AJH DCMA LMFW F-35 NSF198AJ13 Maint Asst Audit Req Timing



## Successful Contract Closeouts

**PC - CDDAGYOC02:** Description: Maintain 94% contract closeout actions within the Federal Acquisition Regulation (FAR) mandated timeframes. Percentage is calculated by dividing the number of on time contracts closed by the total number of contracts closed. This data will be shown monthly and tracked at the CTMA level by category - fixed price, cost and others. Green = > 93% Yellow = 85-93% Red = < 85%.

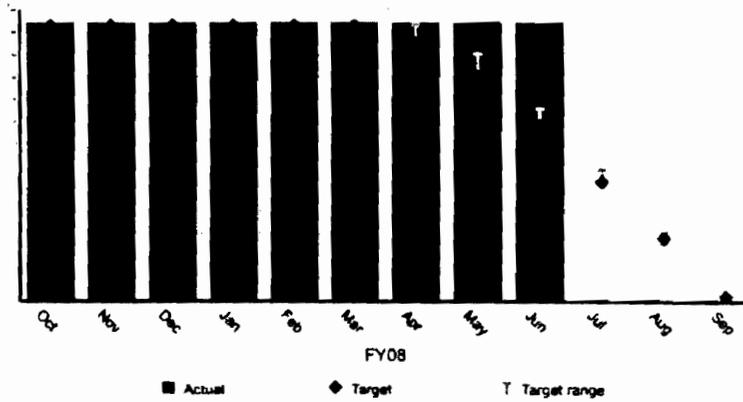
YS-AJH DCMA LMFW F-35 CDDAGYOC02 Main FAR Req for K Closeout



## At Risk Funds

PC - CDDAGYOC01: 90% canceling funds will be billed and/or de-obligated before the end of the fiscal year. Attainment of the goal is calculated by dividing the total dollar amount of canceling funds billed and/or de-obligated by the total amount of canceling funds identified. Green=>89%, Yellow=80-89%, Red=<80% of the funds identified to cancel at year end. Burn down plan begins in May 08 allowing contractor time for research/action.

YS-AJH DCMA LMFW F-35 CDDAGYOC01 Reduce Cancelling Funds



## Earned Value

The complete EV report is attached:

## Appendix A – EV Assessment Criteria

Rating Criteria is based on the DCMA VAC% and when possible should include MR in the DCMA IEAC

- - VAC% > -5%
- Yellow -  $-10% < \text{VAC}\% < -5\%$
- - VAC% < -10%
- N/R - Not Rated or Not Reported