

Joint Strike Fighter – Lightning II Monthly Assessment Report

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



14 October 2008

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JSF Executive Summary

AA-1 successfully deployed to Edwards AFB on 1 Oct 08, and is planned to remain for approximately one month. Primary objective while deployed is to accomplish Airstart testing.

BF-1 accomplished an IPP/Engine run along with a taxi test on 2 Oct 08. BF-1 will remain down now for approximately eleven weeks to focus on modifications necessary to prepare for full STOVL operations and future flight envelop expansion.

SDD/IRIP Production Status (As of 5 Oct 08)	
Forward Fuselage	10 - Assembly 7 - Mate/Final
Center Fuselage	13 - Assembly/On-Dock 7 - Mate/Final
Aft Fuselage	5 - Assembly/On-Dock 8 - Mate/Final
Wing	9 - Assembly 7 - Mate/Final
Fuselage Structure Mate (EMAS)	4 - (AF-2, AF-3, AG-1 & AJ-1)
Final Assembly/Sub-Systems/Systems Test/Labs	4 - (AF-1, BF-3, BF-4 & BG-1)
Field Ops/ITF	3 - (AA-1, BF-1 & BF-2)

STOVL Flight Clearance (Powered Lift) - blade failure design changes have been identified. /

Completion of this testing has slipped and is now scheduled to be complete by 31 Jan 08 in lieu of original date of 9 Jan 08.

Hard metal machining capacity/performance is starting to show improvement. Additional machining capacity is targeted to come on line by mid-Oct 08.

LM Aero sent an F-35 team to facility the week of 29 Sep 08 to scrub requirements issues and obtain missing revised TFE Estimated Completion Dates (ECDs) that obscure true status. LM Aero is asserting that the effort resulted in significant improvement in shortages. Recently developed "F35 Material Management 6 Week ECD Analysis" metric data appears to support LM Aero's assertion. This metric was developed by LM Aero in response to DCMA requests that LM Aero show how they are adequately managing schedule performance given the high number of blank ECDs, which show up month after month in shortage data. The blank ECDs represent either legitimate missed schedule requirements, for which no revised recovery schedule has been obtained or apparent missed schedule requirements, which are the result of unresolved Material Requirements Planning (MRP) planning or engineering issues and are obscuring true shortage and schedule performance.

The DCMA System Rating, at the program level, is still Red. The status is encouraging, based on the satisfactory progress made by Lockheed in the implementation of the EV Corrective Action Plan (CAP) – a CAP developed in response to the release of the DCMA Earned Value Center Compliance Review Final Report. In addition to the previous submittals (Baseline Change Control, Work Authorization, preliminary Scheduling processes, Subcontract Management, and EAC Development), the additional processes of Audit Reconciliation, Scheduling (final submittal) and Cost/Schedule Integration have been released. Of the two risk items that were previously identified associated with Subcontract Management and EAC Development, clarification was received regarding Subcontract Management. The existing relationship between Lockheed Martin and the companies of [redacted] is considered acceptable – as long as none of the [redacted] violate their own System Descriptions as part of this process. Any new agreements that Lockheed Martin may enter into on future contracts will have follow the new guidelines – requiring subcontractors with the EV DFARs clause flowed down in their contracts be able to generate EV data with their own tools and EV System processes. In the area of EAC development;

The additional processes of Audit reconciliations, Scheduling, and Cost/Schedule integration are under review.

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

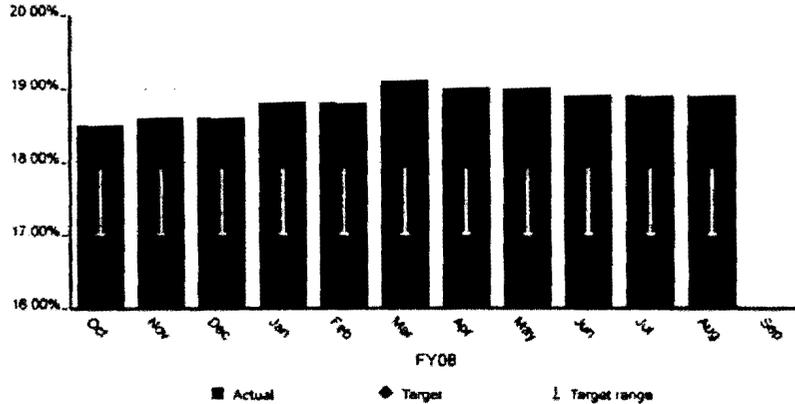
Outcomes, Performance Commitments (PC's), and the associated ratings are shown below. Interdisciplinary teaming between Business and Technical Product Assurance (PA) personnel is used to ensure customer outcomes are ascertained, risks to outcomes are identified and assessed.

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	Y
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 >85% for acceptance of SoF items	<79% = Red 80-84% = Yellow >85% = 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	Defect phase containment (DPC) will be improved at least 10% over the Block 0.5 value (73.2% DPC) when progress is 98% complete for Block 1.0.	Green = Block 1.0 DPC is greater than or equal to 83% Yellow = Block 1.0 DPC at least 73% but less than 83% Red = Block 1.0 DPC is less than 73%	
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	
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

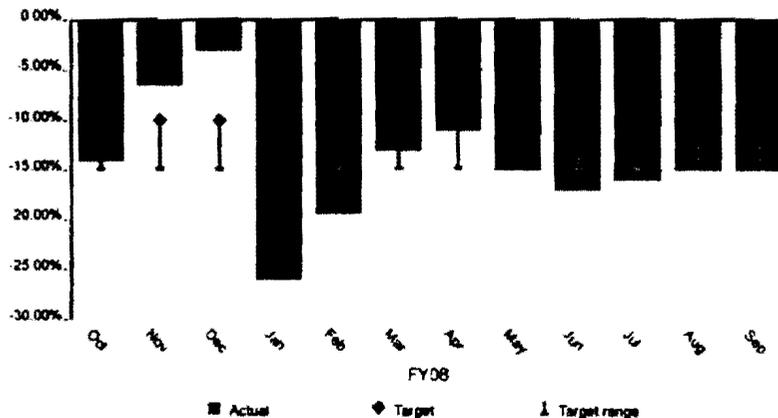


Performance commitment is rated Green this period with a BTP 1st pass yield rate of 18.9%. DCMA continues to examine data in LM Aero's BTPCAP (Build-To-Package Corrective Action Process) database to determine if any unfavorable trends requiring corrective actions exist. DCMA also attends EDE (Engineering 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

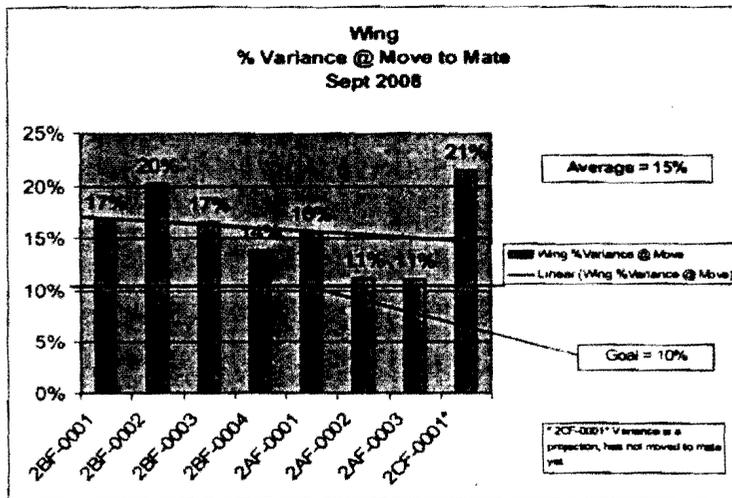
PC – NSF198AJ05: Description: Metric tracks the monthly variance of earned budget hours and actual hours. Data is calculated by finding the difference between planned versus actuals and then dividing by actuals for a percentage variance. Starting in May 2008, the goal is to reduce the average Wing touch 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

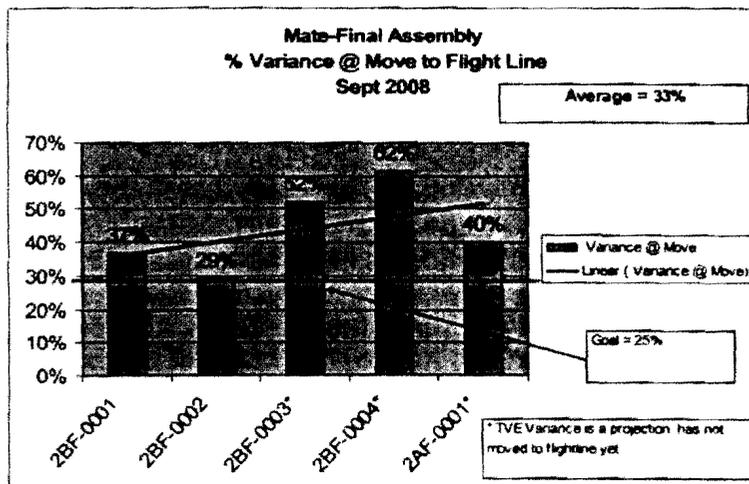


Performance Commitment is rated Yellow this period with a current overall Wing average touch labor variance to schedule of -15%.

The chart below is a breakout of the Wings which build up the -15% variation average. Data indicates the Wing is steadily reducing its variance at move to Mate. This is noteworthy since history has shown that Mate and Final Assembly performance has been significantly affected by the condition (maturity) of the Wing at delivery.



The chart (sub-metric) below is a breakout of the aircraft that have either gone through or are in Mate and Final Assembly along with their associated percent variance to schedule. What we are seeing is that LM Aero often starts behind schedule and over time works down the variance before it has to move aircraft out. BF-3 and BF-4 have recently fallen farther behind schedule with AF-1 having improved over the last month. Our chart uses SPI data for aircraft that have not moved to the flight line yet. Per Lockheed Martin,



Production Operation's cost and schedule performance trends have begun to deteriorate since the incorporation of the program replan in July 08. With the exception of ground test aircraft, Forward, Wing and Mate thru Delivery build performances continue to be under pressure to meet schedule requirements. Performance continues to be impacted by: 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.), 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. With such a significant amount of overlap, it will be a challenge to complete the aircraft within cost and schedule requirements. DCMA views LM Aero's primary SDD build issues stem from: Wing's unplanned traveled work to Mate, and Mate's unplanned traveled work to the Flight Line. LM Aero has had success in driving down out-of-station and traveled work.

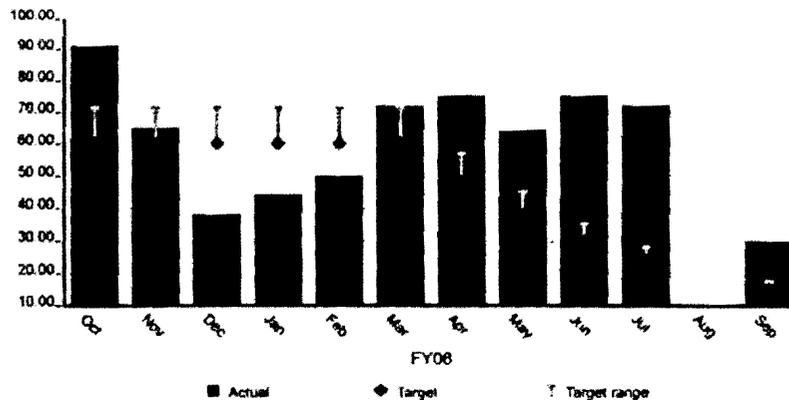
LM Aero continues to put emphasis on cost/schedule savings initiatives: Advanced workable set-up teams to review job packages prior to major assembly start, design and tooling changes

(available for CF-1, AF-3 and on), tiger teams to improve supplier parts deliveries, WAM (Wing at Mate) Teams to mitigate planned out of station work impacting Mate,

continues to meet their major delivery commitments to LM Aero. Schedule performance continues to degrade modestly. We expect the schedule performance to remain under pressure, but DCMA expects to meet near term center fuselage delivery commitments.

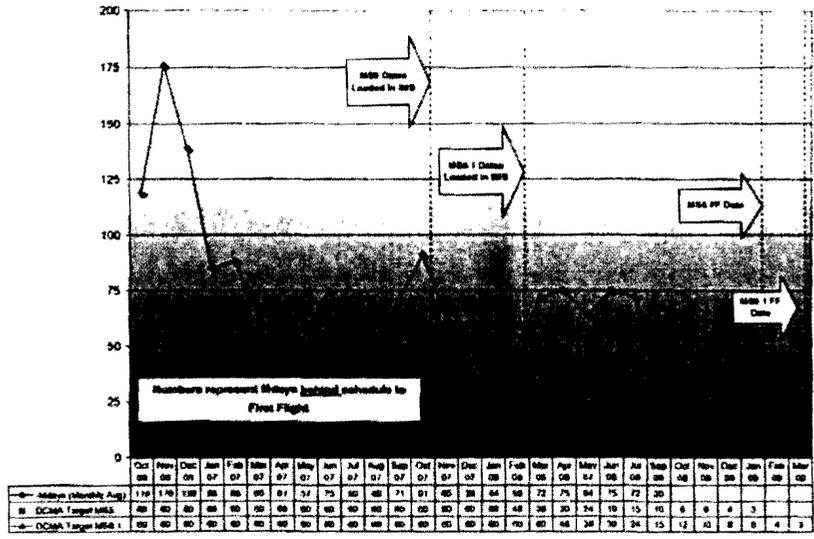
NSF198AJ05 Sub-Metric: Description: Reduce monthly average of negative float manufacturing days (Mdays) of key variant First Flight dates over baseline aircraft's (AA-1) delayed (~80Mdays) First Flight date. BF-4 (STOVL - Mission Systems Article) targets a 50% reduction in negative float over baseline, 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

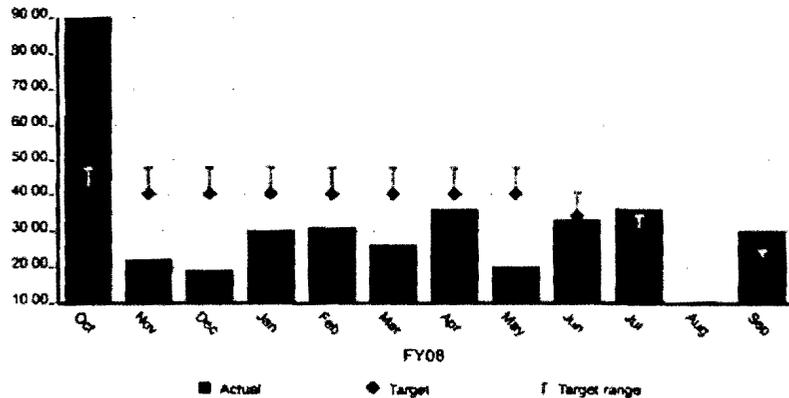


BF-4 sub-metric is rated Red, with a September average of 30 Mdays late to first flight date. Sub-metric was not averaged in August due to issues within the IMS. As of month end September, BF-4 roll-out date is projected to slip from 21 Oct 08 to mid-December as a result of part shortages impacting build.

BF-4 First Flight (24 March 09 - MS6.1) Total Slack Trend
 MS6 cases in IMS 4 Nov 07 / MS6.1 dates in IMS 9 Mar 08

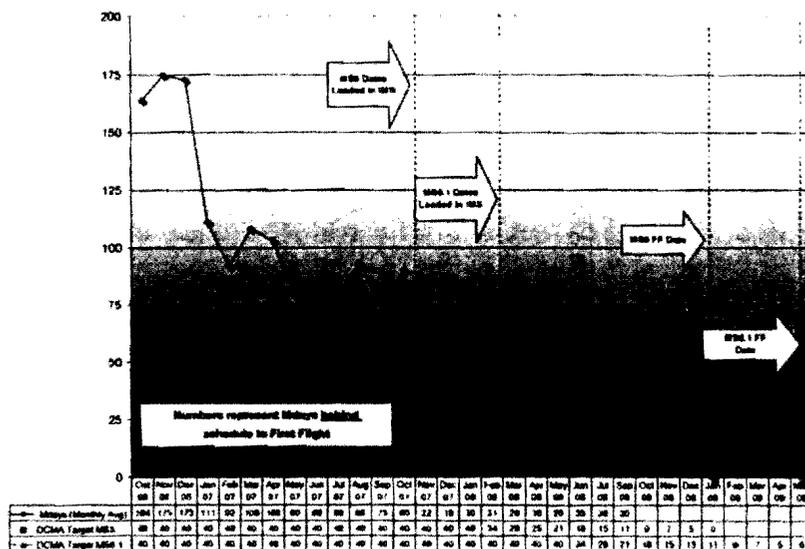


YS-AJH DCMA LMFW F-35 AF-1 First Flight Date



AF-1 sub-metric is rated Red, with a September average of 30 Mdays late to first flight date. Sub-metric was not averaged in August due to issues within the IMS. Similar to BF-4, AF-1 roll-out date is projected to slip from 25 Nov 08 to mid-December as a result of part shortages impacting build.

AF-1 First Flight (14 May 09 - MS6.1) Total Stack Trend
 MS6 Dates in IMS 4 Nov 07 - MS6.1 dates in IMS 9 Mar 08



Processes Assessed

A DCMA/LM Aero Joint Process Review (JPR) was conducted in the Tube & Weld Fabrication area at LMFV from 7-14 August 2008.

A total of six responses were deemed as unacceptable/rejected and returned with comments. An extension has been given for the remaining responses, with a due date of 3 Nov 08.

A DCMA/LM Aero Joint Process Review focusing on JSF Wing Special Tooling Storage and Control was conducted at LMFV from 11-18 September 2008. A total of 18 Findings were documented during the review and each will require LM Aero corrective action. LM Aero responses are due 28 Oct 08.

DCMA LM Fort Worth LRIP surveillance strategy is currently in development. This strategy will include a comprehensive list of joint process reviews along with a timeline. This review list will be coordinated with Lockheed Martin.

Non-Conformance Reduction

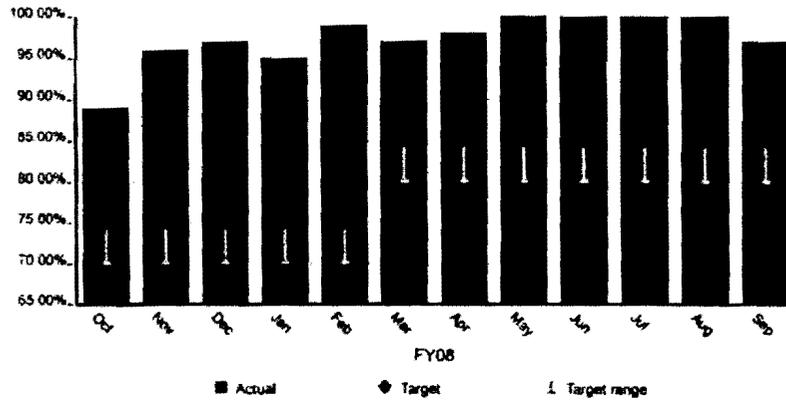
PC – NSF198AJ06: Description: 10% reduction in MRB discrepancies per year. Metric shows the average number of MR defects per 1000 actual manufacturing hours. The goal is to reduce MR defects per 1000 actual manufacturing hours by 10% per year. Red indicates more than 10% above the goal of 21, Yellow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

The performance commitment is rated Green for this period.

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 Main SOF Insp 1st time pass



The performance commitment is rated Green for this period.

As of September 2008, SOF first pass yield is 97 percent. We are progressing with LMFW QSPA and Planning to incorporate the DCMA's Safety of Flight requirements. Our efforts will prove beneficial as we move through SDD, LRIP, and FRP.

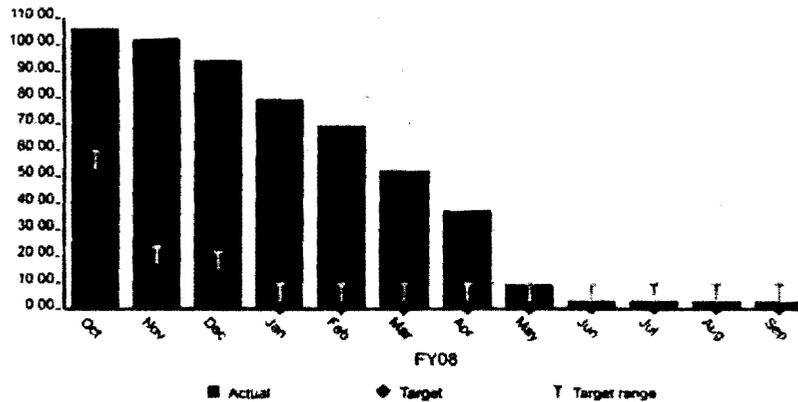
System Check Out Procedures Completion Progress

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 - $< 80\%$.

Since BF-1 first flight has taken place, no further SCOP testing is planned for that test article and is subsequently scheduled to be retired in Oct 08. The current plan is to archive this Performance Comment (PC) and realign it as a sub metric to NSF198A05 Reduce Schedule Variation (SDD/LRIP) and NSF18A17 Maintain LRIP Delivery (LRIP) PCs. The metrics have been attached below for reference.

- The data for this metric represents the number of SCOPs completed vs. the number of SCOPs scheduled for completion during the month. The target goal is for a $\geq 90\%$ completion rate as scheduled. Data is represented as a burn down metric.

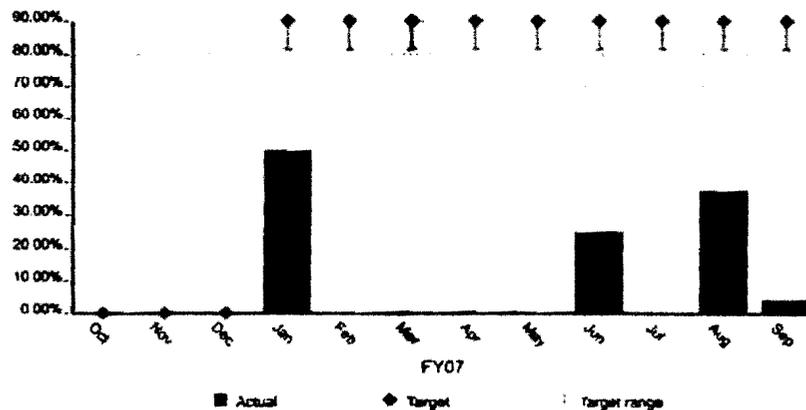
YS-AJH DCMA LMFW F-35 NSF198AJ16 SCOP Completions



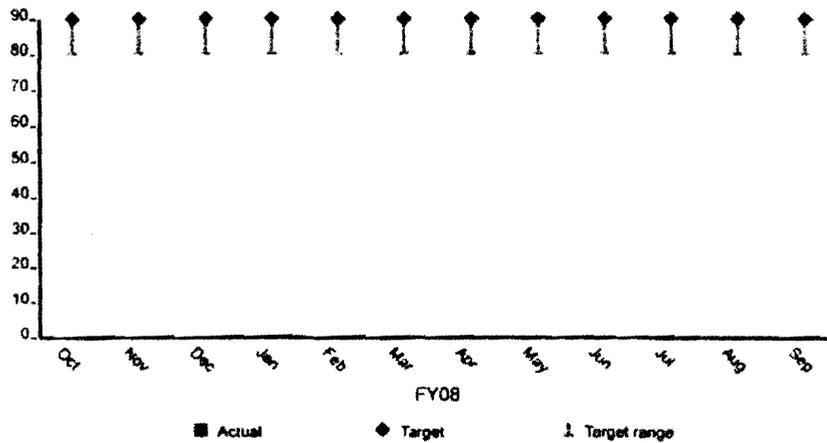
BF-1 SCOP Completion Rate

- 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



BF-1 SCOP On-time Completion Rate

The following table depicts the SCOP completions per test article (A/C). The table includes the total SCOPs planned A/C, the number of SCOPs completed as of this reporting period (2 Oct 08), the percentage of SCOPs completed relating to the total planned for the A/C and the percentage of testing completed prior to factory rollout to the flight line. This table is provided to better align the data to the new PCs as well as a major milestone (Rollout) for LMFW.

SCOP Completions per Test Article / Aircraft (A/C)

Test Article	Total SCOPs Planned	SCOP Completed	%Complete (Total A/C)	% Complete prior to Rollout
BF-1	123 ¹	119	95.9%	27.0% (18 Dec 07)
BF-2	120	63	52.5%	47.8% (16 Aug 08)
BF-3	124	19	15.3%	9/29/08
BF-4	117	15	12.8%	10/21/08
AF-1	95	14	14.7%	11/25/08
AF-2	88	9	10.2%	1/15/09
AF-3	82	5	6.1%	2/19/09

¹ New SCOP test 2MDC26302, Bleed Air Leak Detector (BALD), was added this reporting period.

has responsibility for SCOP development of their systems included in the Empennage (AFT, Horizontal Tail and Vertical Tail assemblies) for the various F-35 variants. DCMA is tracking the progress for SCOP preparation, sign off and release. Current formal document release rate for STOVL is 100%, CTOL is 100% and CV is 100% for Sept 08. There has been no change from the previous month.

Testing of Empennage assemblies is still behind schedule. Three (3) aircraft components scheduled for SCOP testing completion in Aug/Sept 08 timeframe were not completed. has developed an SDD production recovery plan that aligns AFT Fuselage and Empennage deliveries closer to MS 6.1 contract dates. Furthermore is managing the critical suppliers individually that adversely impact this revised execution plan as well as developing additional sources of supply.

Processes Assessed

No SCOP specific process reviews have been performed during this reporting period.

Process reviews will be aligned in support of the migration of this PC to sub-metrics for NSF198A05 Reduce Schedule Variation (SDD/LRIP) and NSF18A17 Maintain LRIP Delivery (LRIP) PCs.

DCMA LMFV efforts are directed toward process improvement efforts to positively influence defect phase containment. Specifically our performance commitment is defect phase containment (DPC) will be improved at least 10% over the Block 0.5 value

DCMA (WBS: 114A – Prognostics and Health Management (PHM) Requirements, WBS 1422 – External Communications Domain, WBS 1424 – Mission Domain, and WBS 1428 - Fire Control NAV & Stores) – DCMA conducted an independent assessment of the Software Quality Assurance group and the Software Configuration Status Accounting aspects of the Configuration Management process. At the conclusion of the assessment/audit DCMA determined that, except for some nominal command media documentation changes, the process was effective and appropriate.

DCMA – [WBS 1437 – Integrated Core Processor (ICP)] – DCMA reviewed the following procedures while conducting O.A. Audit:

There were some minor findings but no major findings were discovered for this month. There are two more audits performed this month mentioned above. Adherence to several JSF

Common Process shall statements were verified during this audit. Overall, the Project is compliant in this Process Area with only minor opportunities for improvement noted during this audit.

There was one CAR written this month regarding a Software Procedures Issue related to discrepancies noted during the Safety of Flight Testing. (JSF ICP) was in the process of installing the EMI software prior to start of the EMI testing portion of the SOF testing. During this event the incorrect version of EMI software (V3.01) was installed. Response to the CAR is pending.

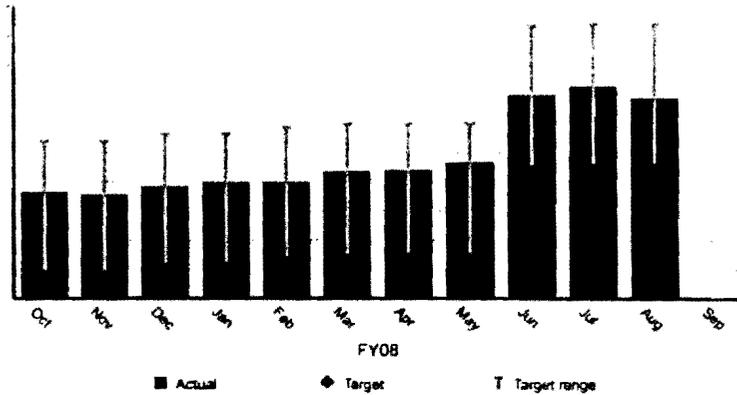
Processes Assessed

DCMA LMFW current process improvement effort is finalizing the SPE Process Review by analyzing contractor responses and making comparisons to SPE product examinations. Progress for completion of this process review has been slowed due to higher priority assignments and GAO information requests.

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 contractor's 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 LMFW F-35 NSF198AJ08 Maint SDD Cost Schedule



The performance commitment is rated Yellow.

Lockheed Martin is now reporting to an Over Target Baseline of \$24,092,506K reported in the Cost Performance Report (CPR). The August 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	\$19,226,578,766.47	\$197,248,033.28	\$1,142,363,786.00	\$176,800,000.00
ULO	\$168,490,028.45	\$102,318,327.50	\$1,056,510,448.44	\$176,800,000.00
Performance Start/End	Oct 2001/Apr 2012	May 2007/Feb 2010	Apr 2010/Feb 2011	Mar 2011/Dec 2011

Primary Trip Wires				Secondary Trip Wires				Contract Mods 10%	Baseline Revs 5%
System Indicator	Baseline Indicator	Cum BEI	SPI	Cum CPLI	CPI	CPI/TCPI 10%			
								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 4.2 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 STOVL and CV aircraft.

Secondary Trip Wires –

- Baseline Execution Index (BEI): Cumulative tasks from October 2001 thru September 2008:
Cum BEI = 130,924 Completed Tasks/132, 978 Planned Tasks = 0.98
- Monthly (September 2008) BEI = 1212 Completed tasks/1518 Planned Tasks = 0.80
- SPI= BCWP/BCWS= 0.988
- CPLI= (1510 + 9)/1510 = 1.01 (Time Now = 28 Sep 08)
- CPI= BCWP/ACWP= 0.974
- CPI/TCPI= 0.974/1.017=.958
- Contracts Mods – (BAC now)/original BAC 10/01= 1.398

The DCMA Risk Rating for EVMS at the total program level is rated Green using the agreed to parameter of VAC (-4.88%). Compare this to the LM Aero's EAC and one can see a difference of ~5%. Similarly, the TCPI_{EAC} is different when using the DCMA IEAC versus the contractor's EAC:

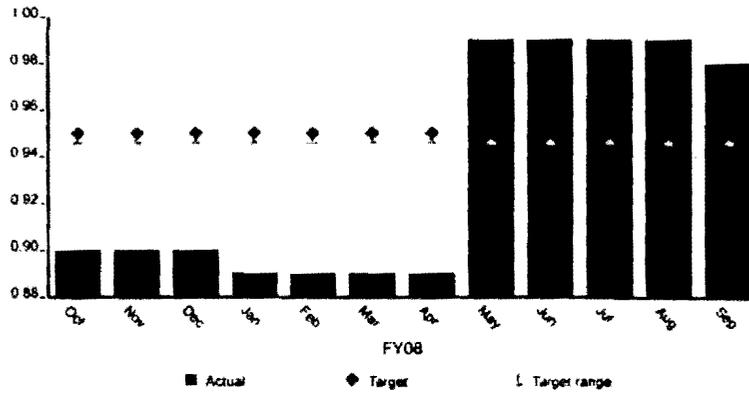
$$TCPI_{DCMA\ IEAC} = 0.943$$

$$TCPI_{LM\ EAC} = 1.017$$

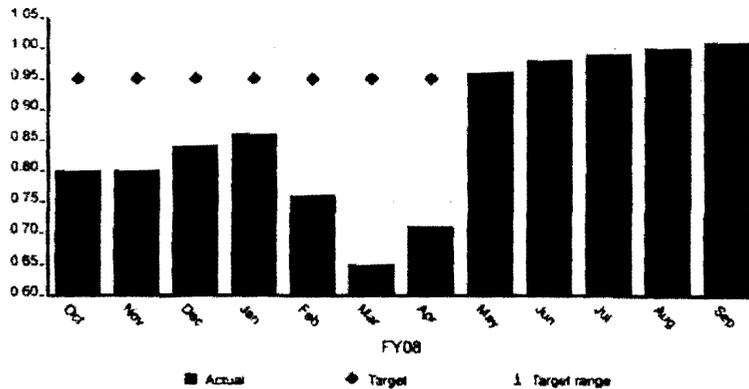
NSF198AJ08 Sub-Metrics: Description: The SDD Baseline Execution Index (BEI) metric is an Integrated Master Schedule (IMS) based metric that calculates the efficiency with which actual work has been accomplished when measured against the baseline. The BEI provides insight into the realism of program cost, 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 SDD 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

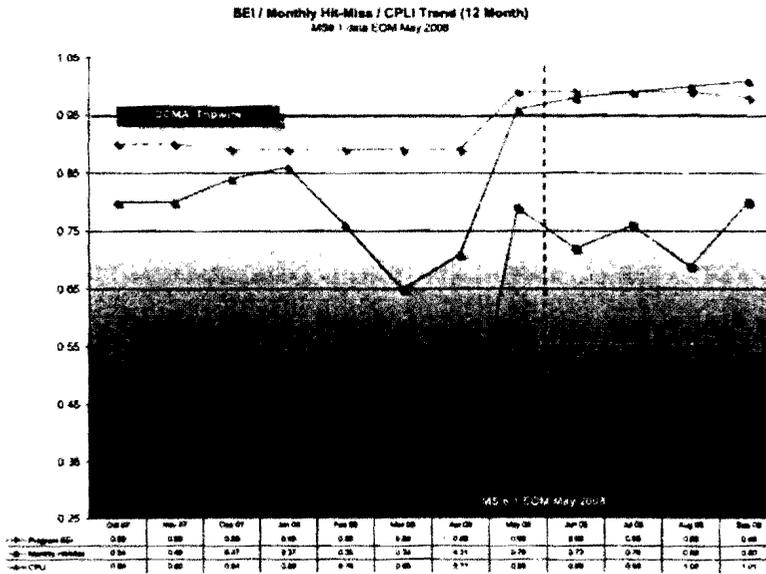
YS-AJH DCMA LMFW F-35 IMS BEI



YS-AJH DCMA LMFW F-35 IMS CPLI



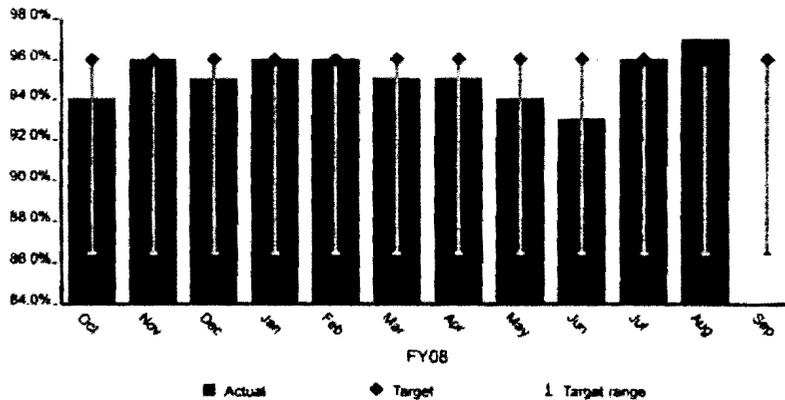
BEI and CPLI sub-metrics are rated Green for this period, with the SDD Program BEI at .98, and SDD CPLI at 1.01 for month end September. As of month-end May 2008, MS-6.1 baseline replan dates have been incorporated into the IMS.



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.

YS-AJH DCMA LMFW F-35 NSF198AJ10 Imp Supplier Qual Rate



The performance commitment is rated Green for this period.

... is still considered Red; however their rating is slowly improving each month. The overall Quality rating for ... for Fort Worth deliveries is 98%. ... continues to work the ... DCMA ... is monitoring those corrective actions.

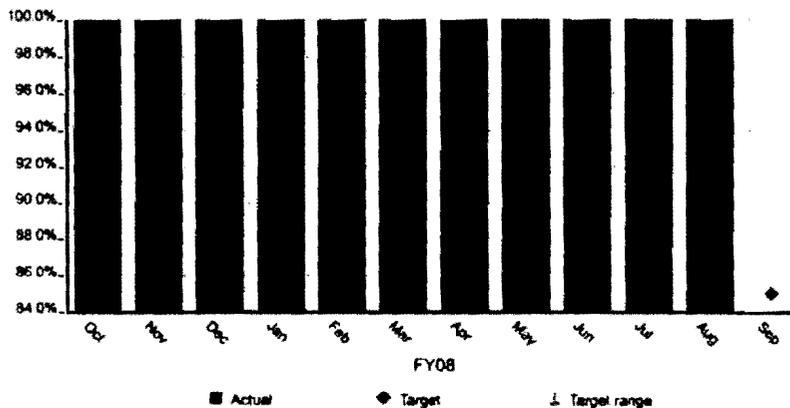
The average of the fourteen suppliers tracked is shown in the chart below.

August Data

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%.

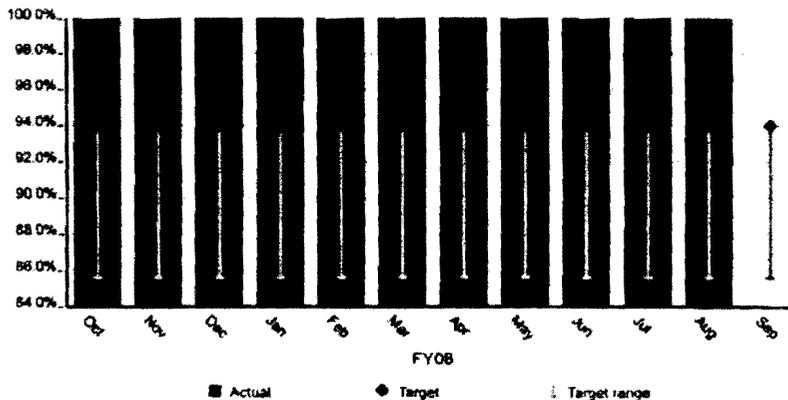
YS-AJH DCMA LMFW F-35 NSF198AJ13 Maint Asst Audit Req Timing



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%.

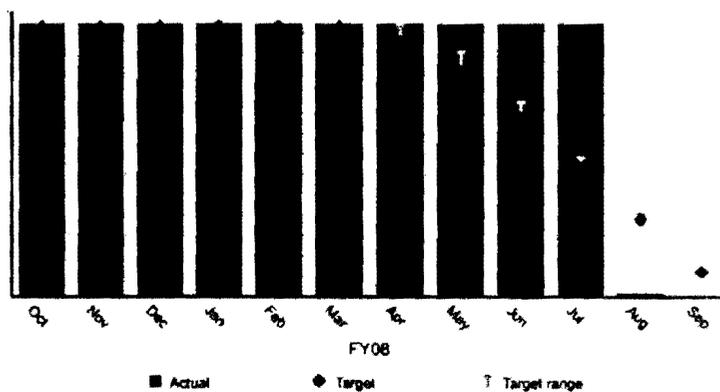
YS-AJH DCMA LMFW F-35 CDDAGYOC02 Main FAR Req for K Closeout



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 Cancellng 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