

PERISCOPE AND FLIGHT DECK

NEWSLETTER

NNS Spotlight

Lori Johnson, Director, Supply Chain Procurement

It is a great time to be a Shipbuilder as we ramp up to support the 17-ship procurement strategy. These large contracts can be very enticing and a great way to promote business stability. It also comes with many responsibilities. Now more than ever, our Navy needs us to perform and meet our commitments on cost, quality, and schedule. When placing and accepting these contracts, we are all making the commitment that we will do just that. In the past few years, schedules have taken a big hit. We cannot afford to continue that trend. NOW is the time to right the ship! For those that never skipped a beat, we greatly appreciate your continued commitment. For the rest of us, let us make TODAY our turning point.

We realize many of our suppliers are making investments to support the growing shipbuilding

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17 Ship Buy

Lauren Hill and Needham Jones
Supply Chain Management

17 Ship Buy – The Submarine Industrial Base was notified last year of the Navy’s intent to proceed with a joint 17 Ship Buy (12 VIRGINIA Class and 5 COLUMBIA Class Submarines). This effort represents the commitment for the US Navy to the grow and stabilize the Supply Base as a well as echoes the importance of Submarines to National and International security. The Supply Chain team at NNS has been working diligently for the last 9 months to gear up and issue quotes for this effort. There are certain actions and expectations that suppliers must be aware of when they received the 17 Ship RFQ. The most important is to ensure that with your RFQ response that you confirm that the material delivery dates can be supported across all platforms. If there is a concern or issue with supporting schedule, please contact your NNS Supply Chain

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Latest Newport News Shipbuilding Activities

- 12/16/2022 — HII’s foundry at Newport News Shipbuilding featured in Modern Casting Magazine
- 04/11/2023 — HII is awarded contract modification for Columbia-Class Basissitic Missile Submarines
- 07/01/2023 — Gary Fuller is retiring as Vice President of Fleet Support Programs on 07/01/2023 with Thomasina Wright as his replacement
- 07/01/2023 — Todd West is retiring as Vice President of In-Service Aircraft Carrier Programs on 08/01/2023 with Rob Check as his replacement
- 07/01/2023 — Ron Murray is retiring as Vice President of Quality on 09/01/2023 with Julia Jones as his replacement
- 07/01/2023 — Julia Jones is moving to Vice President of Quality and is being replaced by Brian Fields who was serving as Vice President of CVN80/81 and future carrier programs
- 07/01/2023—Les Smith will begin serving as Vice President of CVN80/81 and future carrier programs 09/01/2023



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Key Dates

- Jul 4: Fourth of July
- Sep 4: Labor Day
- Nov 23: Thanksgiving
- Nov 24: Day After Thanksgiving
- Dec 20: Last Day Before Shutdown
- Jan 2, 2024: Return From Shutdown

17 Ship Buy

Lauren Hill and Needham Jones
Supply Chain Management

Continued from page 1

Specialist or Supply Chain Manager immediately. Additionally, please ensure that any sub-tiers that are utilized to support the manufacturing of your product also is flown down the contractual requirements, as well as the DPAS rating requirements. NNS will be contacting all suppliers to check RFQ progression and to make sure any questions or issues are fully addressed. Due to the complexity of this, we have highlighted some frequently asked questions that may help.

FAQs:

I don’t have a RFQ yet: The shipbuilders may be working through some final updates. All quotes are expected to be out within a week of this newsletter. If you have a question about your quote or think you should have one, please contact your NNS Supply Chain Specialist.

There is a lot of information in this RFQ packet and I have questions: Contact your NNS Supply Chain Specialist immediately and request a meeting for the Procurement team to help answer you specific questions.

What are the quote scenarios for: The quote scenarios listed allow the Shipbuilders and Navy to meet their needs: 2 VCS Block V + 10 VCS Block VI, 5 CLB, and all 17 ships (as applicable). The quotes may be used to execute procurements within our funding parameters *and* support contract negotiations between the Shipbuilders and the Navy

What is the quote deadline: The quotes are due back ASAP. We are requesting firm quotes for the 2 Block V (VCS FY24 boats) and Rough Order Magnitude (ROM) quotes no later than August 15, 2023.

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New Partner for Supplier Development

Marissa Hodge
Supplier Development Project Manager 3

Newport News Shipbuilding (NNS) has a new partner for Supplier Development – introducing Blue Forge Alliance (BFA). NNS welcomes the BFA team and their dedicated drive to empower the industrial base to build and sustain our world class submarine and carrier platforms. BFA is a non-profit organization dedicated to leading a “Whole of Government, Whole of Industry” approach inclusive of supplier development, advanced manufacturing, and workforce development. NNS has been working closely with BFA to execute our Supplier Development Fund Projects. The ultimate goal between Electric Boat (EB), NNS and BFA is to support the mission and the Navy by meeting the current and future demand for on-time delivery of quality components, parts, and material. NNS encourages you to check out the buildsubmarines.com link to learn about BFA and all the initiatives aimed at reinvigorating America’s manufacturing base.

Finally, RFK Racing (drivers Brad Keselowski and Chris Buescher) has announced a partnership with BFA aimed at promoting careers within the shipbuilding industry. This new partnership will showcase the wide array of desirable careers across the nation to NASCAR’s large, passionate fan base. Check out the NEWS tab at buildsubmarines.com to learn more.

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17 Ship Buy

Lauren Hill and Needham Jones
Supply Chain Management

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I’m working with EB on a Part Number change, how do I quote that: If you have enough information regarding the changes and scope, include it in your quotes. Always identify changes and/or obsolescence to your Supply Chain Specialist.

Will I receive a PO for everything that I have on my RFQ: While we strive to place and negotiate 17 Ship buys to the extent possible, Purchase Orders issuance is based on funding availability. There is Advance Procurement (AP) funds available for VCS FY24 boats as well as some CLB hulls. Your Supply Chain Specialist will help identify what parts have funding available for immediate placements, which is driven by our earliest ship construction needs and material lead times.

How will this be funded: The shipbuilders plan to incrementally fund most procurements due to limited funding in the AP window. Consider quote options for Long Lead Time Material, being open to Unfinalized Contracts (UCAs), and Termination of Liability language for out years.

Demand Profile

Ashley Shortt and Marissa Hodge
Supply Chain Management

As part of the Wave 7 IEP efforts, we plan to share recent collaborative study results showing the expected increase in demand for nuclear submarine parts. Provision of this information to suppliers is intended to improve visibility and production planning and identify new investment opportunities by marketplace. Specifically, deep dives into several key commodities such as specialty electrical, valves, casting & forgings, fittings, and plate & sheet have demonstrated that total demand for the submarine industrial base will increase **2.1 times** from the historical average over the next decade.



HII REDELIVERS USS GEORGE WASHINGTON (CVN 73) TO U.S. NAVY

NEWPORT NEWS, Va., (May 25, 2023) — HII (NYSE: HII) announced today that its Newport News Shipbuilding division has redelivered the nuclear-powered aircraft carrier USS *George Washington* (CVN 73) to the U.S. Navy. The redelivery took place after successful sea trials that tested the ship's systems following its refueling and complex overhaul (RCOH) at NNS.

USS George Washington (CVN 73) HII Newsroom May 23, 2023



NNS Foundry Begins *Doris Miller* (CVN 81) Pours

The foundry team at NNS recently poured the first of 42 large steel castings for *Ford*-class aircraft carrier *Doris Miller* (CVN 81).

The casting will be used for the portside rudder frame and will be among 10 total large steel castings for the two ship rudders.

You can watch a video of this important milestone – and of your colleagues in action – in HII's Video

<https://newsroom.hii.com/file/doris-miller-rudder-foundry-pour-2023> .

Doris Miller (CVN 81) Large Steel Casting Pour: February 2023

Safeguarding Requirements



Safeguarding Requirements

Regulatory Compliance

DFARS 252.204-7012, Safeguarding Covered Defense Information and Cyber Incident Reporting, requires adequate security on all covered contractor information systems. This clause includes subcontracts for commercial items, for operationally critical support or for which subcontract performance involves covered **Common Abbreviations in Article:**

Common Abbreviations in Article:

CUI— Controlled Unclassified Information

DFAR—Defense Federal Acquisition Regulation

NIST— National Institute of Standards and Technology

NNS utilizes an Exostar application, Partner Information Manager (PIM), to ensure suppliers complete the NIST SP 800-171 questionnaire on the 110 cyber controls and share those results with NNS and other prime DoD contractors. Our office recommends the questionnaire within PIM be updated as the cyber controls are implemented or change within your organization. Cybersecurity guidance when completing the NIST SP 800-171; Supplier should select ‘Implemented’ if it is determined that a control is not applicable to your environment because the technology is not being used (i.e., your company does not provide wireless capabilities therefore the controls to protect wireless communications is implemented rather than not applicable because wireless capabilities are not available).

After suppliers complete the NIST SP 800-171 questionnaire, the responses are evaluated in a risk assessment by HII Enterprise Cybersecurity. The HII Enterprise Cybersecurity risk assessment reviews implemented cyber controls and DFARS compliance. This risk assessment is provided to NNS Supply Chain Management for review. Suppliers are reviewed based upon implemented cyber controls to determine if cyber risk is to an acceptable level to receive and maintain electronic CUI. Questions regarding the NIST 800-171 or your CUI status; please email Exostar@hii-nns.com.

If your organization is not enrolled in Exostar PIM application to complete the NIST SP 800-171, send a request to the email above – include the supplier ID number, the POC who will be the PIM administrator for your organization – the POC’s first and last name, email and phone number contact information. This shared inbox is managed by subject matter experts who can guide your organization through Exostar onboarding, and facilitate any questions/concerns on the PIM application.

In addition, DFARS 252.204-7020, NIST SP 800-171 DoD Assessment Requirements, requires NIST scores be entered into the Supplier Performance Risk System (SPRS) in order to receive DoD contracts. More information regarding SPRS can be found at <https://www.sprs.csd.disa.mil/>

NNS Spotlight

Lori Johnson, Director, Supply Chain Procurement

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industry, yet despite these efforts will still run into competing priorities. It is important to refresh our knowledge of the priority ratings and the responsibilities we have with accepting rated orders.

Defense Priorities and Allocations System (DPAS) FAQs

1. What is DPAS?

DPAS is a regulation that permits the Government to issue rated orders to promote the national defense and ensure timely delivery of industrial resources. DoD is authorized to issue rated orders under DPAS to meet program requirements. NNS's prime contracts are rated orders. NNS has the authority to issue rated orders, and is required to do so, for the supplies and services it needs to meet its rated prime contracts. NNS includes FAR 52.211-15, a mandatory flow down which invokes DPAS, in its purchase orders.

2. What are the levels of rated orders?

Unrated orders, which are the lowest priority, generally are for commercial contracts.

DO rated orders, which have priority over all unrated orders.

DX rated orders, which have priority over all DO rated orders and unrated orders.

3. What are a supplier's obligations under DPAS?

A supplier is obligated to schedule production to meet all delivery dates of rated orders that it has accepted, including flowing the DPAS rating on placements of lower tier subcontracts for supplies and services the supplier needs to complete its own orders. DPAS does NOT require a supplier to work on higher rated orders (i.e. DX rated orders) to the exclusion of other rated and unrated work, unless there is a conflict and the supplier is unable to meet all delivery dates of rated work.

4. When must a supplier *accept* a rated order?

In general, a supplier must accept a rated order for items or services that are normally provided by that supplier if supplier can meet the requested delivery date.

5. When must a supplier *reject* a rated order?

In the following circumstances, a supplier *must* reject a rated order:

If the supplier is unable to fill the order by the date specified on the order. The supplier may not reject the order for this reason if the scheduling conflict is with previously accepted unrated or lower rated orders.

If accepting the order would interfere with the delivery of any previously accepted

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Ship 79.

Welding Quality Control System *Necessary for Navy Specification Compliance*

Greg Pike & Sonny Price

Welding is much more than a skill or an art. It involves the complex interplay of the four states of matter (solid, liquid, gas and plasma) as **governed** by the laws of physics. However, welding is **controlled** by appropriate standards and specifications. Common US welding standards include the AWS D1.1 Structural Welding Code for Steel and the ASME Boiler and Pressure Vessel Code Section IX, which have many similarities to Navy fabrication specifications (such as *Tech Pub 1688*, *PPD 802-7094539*, *Tech Pub 278*) but many nuanced differences. Suppliers often fail to recognize that full compliance to Navy fabrication standards requires a welding quality control system. Obtaining approved welding procedures and qualifying welders is a substantial part of that quality control system, but it is not all that is required by the Navy specifications.



A Shipbuilder Bobby Vaughan welds on a fixture for the Aircraft Carrier JOHN F KENNEDY CVN 79

It can take several months to a year to implement a compliant Navy welding system depending on the expertise of personnel responsible for welding related activities and the amount of time available to focus on this task. Because personnel with extensive Navy specification and welding knowledge are relatively rare, most suppliers must rely on less specifically qualified Quality Managers, NDT Examiners, AWS Certified Welding Inspectors, Welding Technicians or Engineers. Inadequate planning for the learning curve is a serious risk to cost and schedule constraints. Each new welding procedure qualification for example costs roughly \$10,000 and takes at least 3 months from planning to approval, even when done efficiently. Other often unaccounted for parts of a Navy welding quality control system, invoked by their fabrication specifications, include:

1. Quality manual delineation of responsibilities, procedures & material control
2. Filler metal procurement to MIL-Spec requirements
3. Verification of filler metal composition and mechanical properties at receipt inspection
4. Storage and control of filler metal in production
5. Surveillance of welders to ensure compliance to approved welding procedures
6. Preheat and interpass temperature controls (where, when & how)
7. Welding equipment calibration and maintenance
8. Welder quarterly qualification maintenance system & annual vision test
9. Welder workmanship training and certification
10. Post weld heat treatment procedures and controls
11. Control and documentation of base metal weld repairs
12. Flow down of welding & NDT requirements to suppliers with appropriate oversight of their activities.

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Certificate of Insurance Compliance

Regulatory Compliance

Suppliers, at their sole cost and expense, must procure and maintain all required insurance policies during the purchase order (PO) period of performance and any associated warranty periods associated. Newport News Shipbuilding (NNS) Supplier Compliance is responsible for ensuring our suppliers maintain current Certificates of Insurance.

The **basic insurance requirements in the NNS**

Appendix A consist of:

- ♦ Employer Liability insurance in the amount of at least \$1,000,000,
- ♦ Workers' Compensation insurance with coverage as required by the most current state and federal laws and regulations, or the laws of any foreign jurisdiction in which the work is performed, and
- ♦ Commercial General Liability insurance with coverage having a minimum combined single limit of \$2,000,000 per occurrence and \$4,000,000 in the aggregate for bodily injury and property damage.
- ♦ Huntington Ingalls Incorporated – Newport News Shipbuilding is listed as the certificate holder and the address should be 4101 Washington Avenue, B802-1, Newport News, VA 23607
- ♦ All liability coverage required shall be primary and not contributory to any other insurance
- ♦ A waiver of subrogation in favor of Buyer for each required liability coverage
- ♦ Buyer shall be added as an additional insured to all liability insurance policies required; except where not legally applicable (e.g. Workers' Compensation, and Employers' Liability)

Additional insurance requirements may be invoked based on the type of work being performed on the purchase order; such as, Automobile Liability, United States Longshore & Harbor Workers' Compensation

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Welding Engineering

Supplier Alert

Welding Engineering



DON'T GET "BURNED" BY THE IMPROPER USE OF TORCH HEATING

Newport News Shipbuilding Welding Engineering developed a Power Point training document outlining the proper method for performing preheat. Part of the Power Point training reiterated the restrictions on torch heating. With this article, Welding Engineering is reminding suppliers that it's **expected** to get the appropriate electrical equipment for preheat in place. Also, the requirements, and restrictions, associated with torch preheating are extensive. Without a complete knowledge of these, a Specification Violation can easily occur. The following information is provided to focus attention on this issue:

Both the new carrier and submarine structural fabrication specifications (NAVSEA Technical Publication 1688 and new carrier PPD) point out that electrical means of applying preheat (both resistance and induction type) is the **preferred method**. This helps ensure that a uniform soaking preheat is accomplished. Cyclic heating and large temperature differentials along the weld joint need to be avoided. Torch heating should only be used to "boost" preheat once the majority of it is achieved via electrical heating means. Remember, a through base metal soaking preheat is the goal!

Figures (1) and (2) on [Page 11](#) give a good representation of electrical preheat heating equipment used at the shipyard.

Once the minimum preheat temperature has been achieved, it must be maintained throughout all welding. **This includes torch preheating!** For thicker metal members, can you get the torch to maintain an adequate soaking preheat – and maintain it??

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Certificate of Insurance Compliance

Regulatory Compliance

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Act, Defense Base Act Workers' Compensation, Professional Liability, Pollution Liability, Marine, Construction -Related and/or Cargo and Builders' or All Risk Property Insurance.

We support our suppliers by providing an email notification within 5 days prior to one or more of insurance coverages expiring. It is important to keep your email and point of contact updated. Certificate of Insurance (COI) documents should be emailed to NNSFinancialRiskTools@hii-nns.com. Upon receipt of supplier's insurance policy, we are committed to providing our suppliers timely and accurate coverage assessments within 5 business days. After review, suppliers will be notified of any deficiencies and / or additional compliance requirements via email.

Should you have any questions on COI requirements, please contact us at NNSFinancialRiskTools@hii-nns.com.

Welding Quality Control System *Necessary for Navy Specification Compliance*

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Most of the above items can only be verified by NNS during a specific on site in process welding and NDT audit. However, it is the responsibility of each supplier to understand and comply with all invoked Navy requirements. Pay close attention to Purchase Order requirements and obtain the required documents for perusal well ahead of deadlines. Note that invoked welding related requirements may come from multiple sources. Take appropriate NNS supplier training modules and request assistance through the NNS Buyer or Supplier Engineering Advocates. The use of NavWeld and NavNDT software products for documentation of Welding and NDT procedures, Welder Workmanship procedures, and Welder and Inspector Personnel Qualification records is highly recommended and is provided at no charge to NNS or EB supplier. NavWeld and NavNDT are well proven to streamline development and approval of these required documents.



A shipbuilder cleans up welds on the Delaware SSN 791 for magnetic particle inspection. Photo by Chris Oxley.

Welding Engineering

Supplier Alert (cont.)



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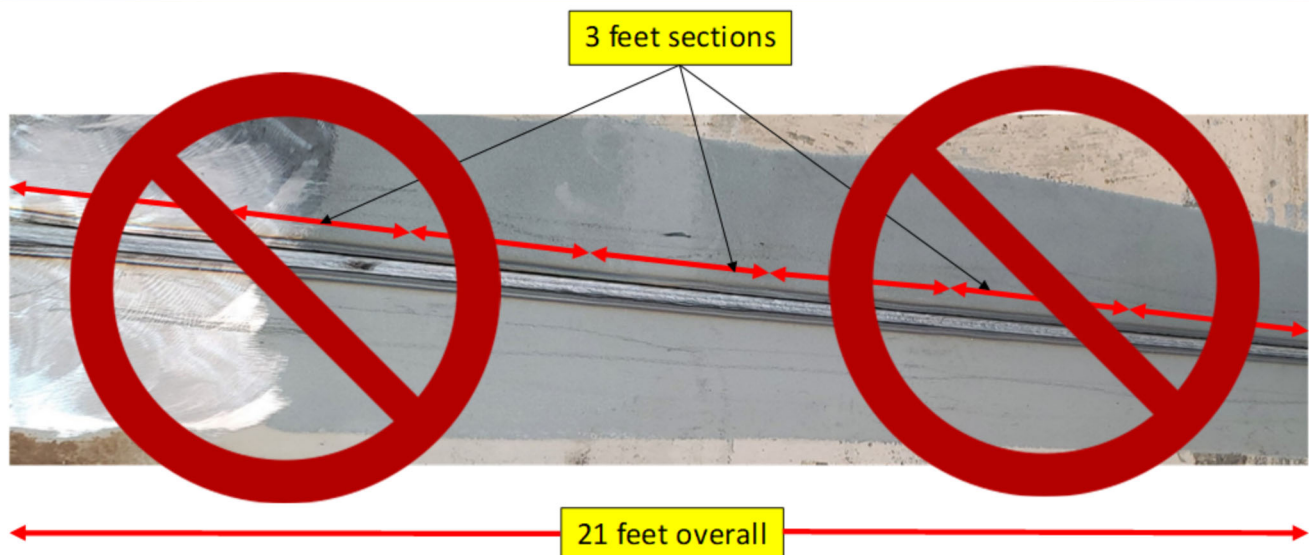
The fabrication specifications have specific restrictions when using torch heating for the primary method of achieving preheat on HY and HSLA base metals. The base metal needs to be slowly brought up to temperature, with the heated area extended at least 6 inches in all directions beyond the weld site. Those restrictions include:

- Tack welding only
- Temporary attachments (i.e. lifting pads)
- Applications involving welding within a localized area

The exceptions to the above are situations where torch heating is used to “boost” the preheat from electrical heaters installed, cases where an element of a weld joint has insufficient heat sink or miscellaneous hanger & attachment welds where the 6 inch distance is impractical.

Localized area: This term is used in both fabrication specs as a restriction of the amount of area that torch heating is limited to. This does not mean that an activity can take a long weld joint, break it down into small sections, and call each section the “localized area”. In general, if you have to heat up an area greater than the size of a “mailbox” over the entire length of weld joint, that is not a localized area. Remember, the fabrication specs discuss avoiding cyclic heating and large temperature differentials. Below is a picture representing the misunderstanding that some of our suppliers have regarding breaking down a longer weld joint into smaller sections to meet the localized criteria. Again, this is not allowed!

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Figure 1

*This shows the use of an induction heating blanket
(moved off joint for photo)*



Figure 2

This shows the use of resistance heater bars

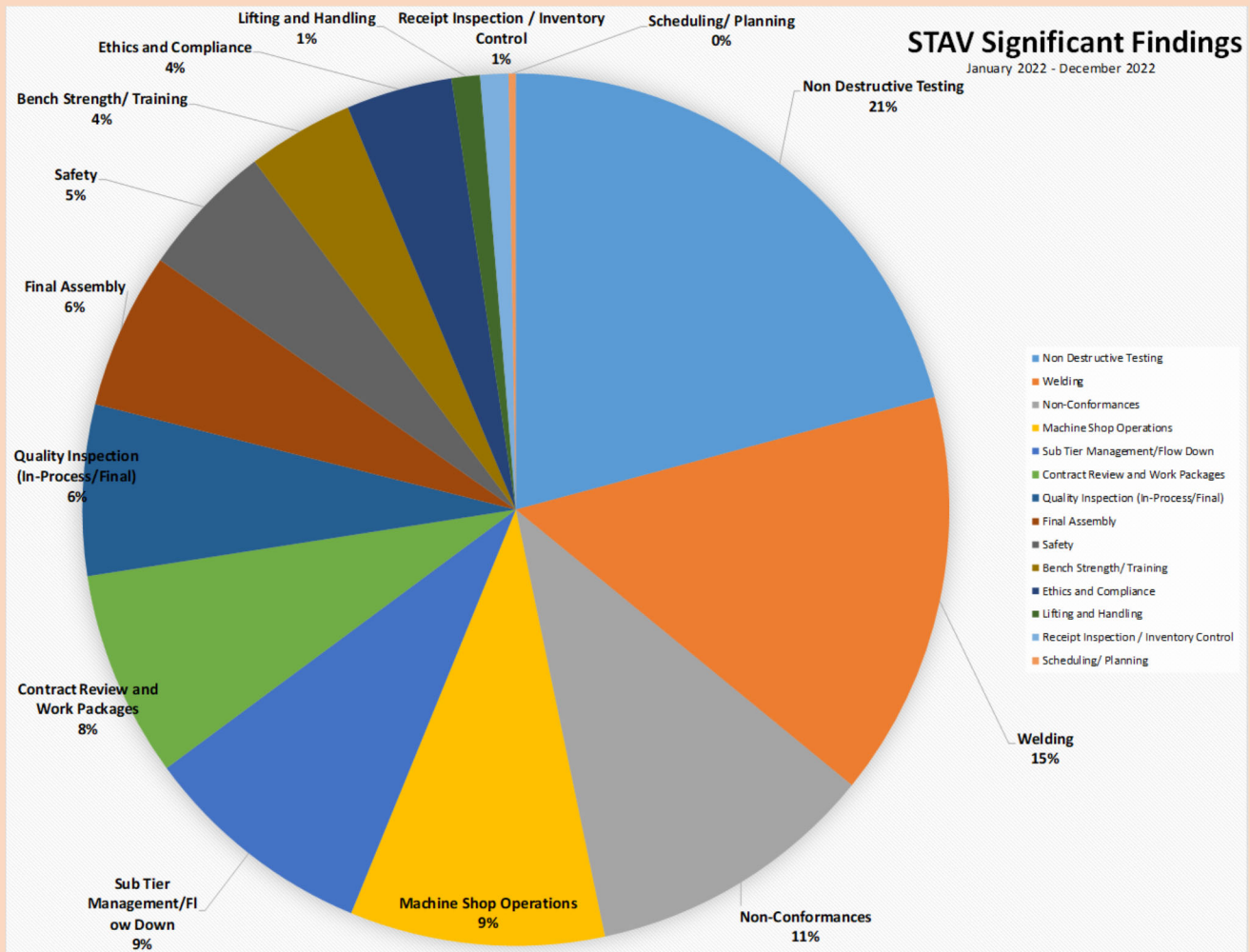
Supplier Technical Assessment and Validation

Summary January through December 2022

Billy Mallios, Supplier Engineering Group

The Supplier Technical Assessment and Validation (STAV) group performs In-depth Supplier Assessments, Technical Assessments, and Capability Assessments around current and future orders. In 2022 the STAV team completed 25 assessments and identified 204 risks, and 175 significant weaknesses. The three categories which account for the majority of the findings are Non-destructive Testing (21%), Welding (15%), and Non-Conformance (11%). The assessment team is committed to working with the supply base to ensure potential and current risks are being identified and mitigated.

2022		
In-depth Supplier Assessments	Technical Assessments	Capability Assessments
24	0	1
Significant Weaknesses Identified:	Significant Weaknesses Identified:	Significant Weaknesses Identified:
175	0	0
Risks Identified:	Risks Identified:	Risks Identified:
189	0	15



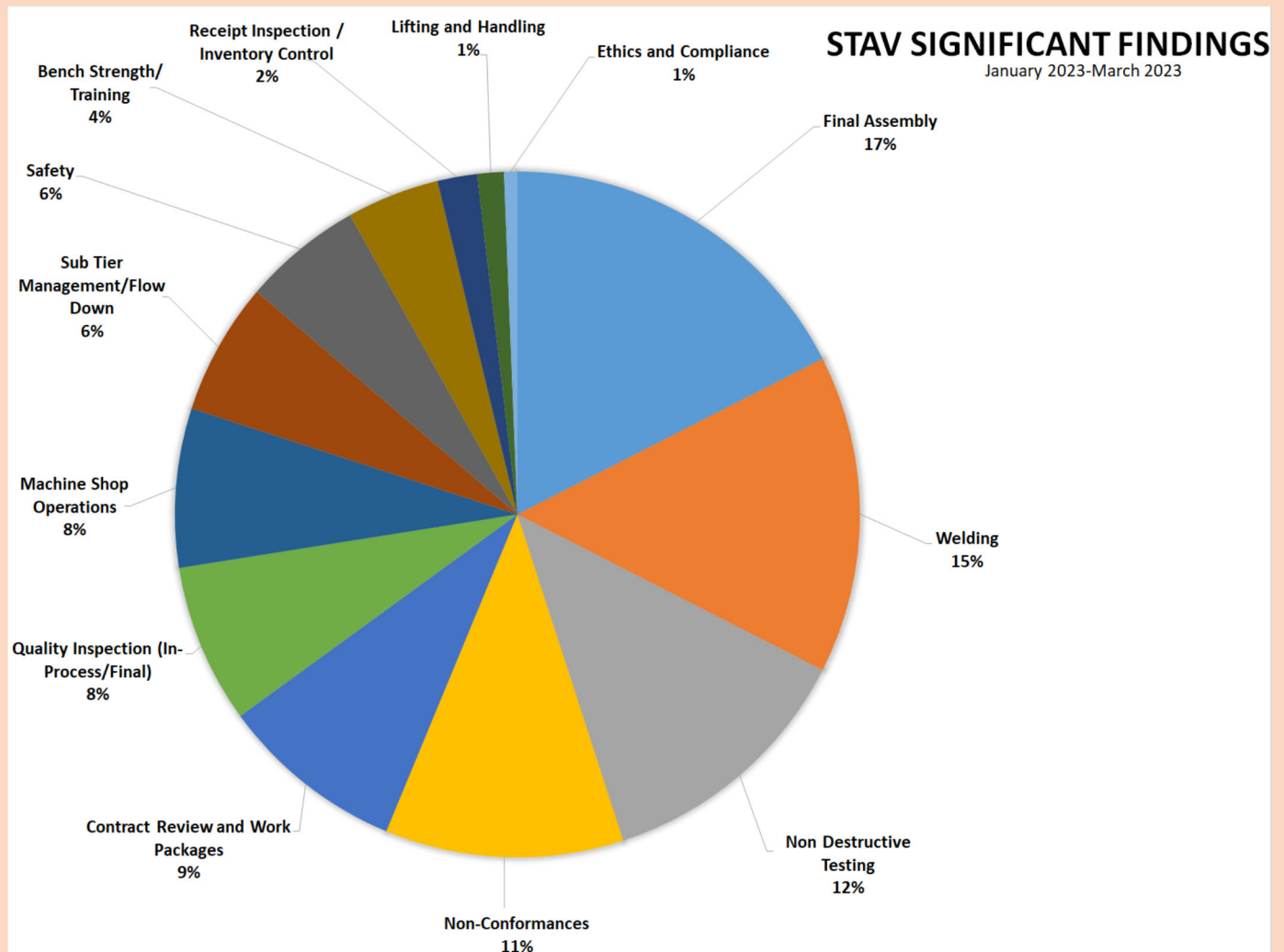
Supplier Technical Assessment and Validation

Summary January through March 2023

Billy Mallios, Supplier Engineering Group

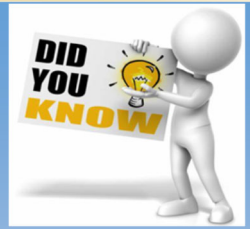
The Supplier Technical Assessment and Validation (STAV) group performs In-depth Supplier Assessments, Technical Assessments, and Capability Assessments around current and future orders. From January 2023 through March 2023, the assessment team has performed a total of 8 assessments, identified 76 risks, and 84 significant weaknesses. The three categories which account for the majority of the findings are Final Assembly (17%), Welding (15%), and Non-destructive Testing (12%). The assessment team is committed to working with the supply base to ensure potential and current risks are being identified and mitigated.

2023		
In-depth Supplier Assessments	Technical Assessments	Capability Assessments
5	2	1
Significant Weaknesses Identified:	Significant Weaknesses Identified:	Significant Weaknesses Identified:
62	18	4
Risks Identified:	Risks Identified:	Risks Identified:
64	7	5



About *SPARS* – Shipbuilding Partners and Suppliers

Regulatory Compliance



Shipbuilding Partners and Suppliers (SPARS) is an integration tool both NNS and Ingalls utilize. SPARS is a secure web portal supported by IBM where suppliers can submit software submittals electronically. These software submittals give the suppliers the capability to submit images, technical documents, questions, or exception requests to Request for Quotes (RFQs) with Vendor Quotes (VQs) and Purchase Orders (POs) with Vendor Information Requests (VIRs). Other software submittal types include Purchase Order Refresh Actions (PORAs), Vendor Drawing for Engineering Review (VDER) and Vendor Procedure Approval Review (VPAR) for Virginia Class Submarines (VCS), and Non-VCS forms for Carrier and non-Virginia Class Submarine work. In addition to receiving responses directly from NNS Engineering to their software submittals, suppliers can also receive technical documents back from NNS to support their submittals.

SPARS is specific to part purchase orders. Each submittal requires a document number, line item, material revision, and material number (part number) from the source document. Approximately 70% of all software submittals are submitted through SPARS each month. If the RFQ or PO is missing the required information above, the software submittal can still be sent directly to Engineering via the NN3409 Rev 20 – Vendor Information Request Form that can be found on the [Supplier website](https://supplier.huntingtoningalls.com/sourcing/form/), <https://supplier.huntingtoningalls.com/sourcing/form/>. These manual submissions account for the remaining 30% of monthly received software submittals. Software submittals for service work RFQ/POs must be submitted manually.

Supporting documentation for software submittals submitted to HII as required by HII Purchase Order contractual requirements is considered HII Proprietary data, and includes Controlled Unclassified Information (CUI). All HII Proprietary data must be created, circulated, transmitted or shared only on official company devices and within work-based applications. Any use of HII proprietary data on personal devices or within personal email accounts for any purpose, including uploading into HII applications, is strictly prohibited.

Some examples of Pre-Production software submittals can include the following:

- Welding/Brazing and NDT Procedures
- Commercial Drawings/Catalog Cuts
- Open and Inspect List/Report
- Pre-Production Qualification Test Reports

Some examples of Post-Production software submittals can include:

- Shock and Vibration Procedures and Test Reports
- Electromagnetic Interference (EMI) Qualifications
- Post-Production Qualifications
- Performance Qualifications
- Post-Equipment Overhaul Reports

Additional software that may be required to be submitted include:

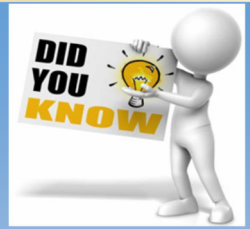
- Specifications
- Technical Manuals
- Certifications

The lists above are in no way completely inclusive. Given the wide breadth of products we purchase and the various contracts being worked at NNS, the types of software submittals required is significant.

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About *SPARS* – Shipbuilding Partners and Suppliers

Regulatory Compliance



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If your organization is a current user of SPARS, please have your organization's SPARS administrators review the list of enabled users. If you have users no longer supporting SPARS submittals or no longer with your organization, please disable or delete their accounts.

For questions or concerns, please contact the NNS SPARS support team at SPARS@hii-nns.com. For additional information, please see Frequently Asked Questions (FAQs) below.

Frequently Asked Questions

Q: Does it cost me to use SPARS?

A: No, there is no fee to use SPARS. Since SPARS is approved to transmit and receive files up to CUI, suppliers will need to complete the NIST within the Exostar Partner Information Manager (PIM) application and be approved for Electronic CUI prior to allowing access to SPARS. If you are a current user of SPARS, you will soon be receiving communication from NNS advising of this step to maintain your current access. For the PIM application, there is a yearly One Time Password (OTP) fee. The OTP is currently \$31/annually if you do not have access to Exostar using a hardware token with downloaded certificates.

Q: Can I have more than one person sign up to make submissions?

A: Yes! You can add multiple users from within your company.

Q: How do I get signed up?

A: To gain access, please email SPARS@hii-nns.com. The individual requesting initial access for the company will be set up as the SPARS administrator for their organization and can invite additional users from their company to support as administrators or end users.

Q: How do I complete updates if our SPARS administrator is no longer with the company?

A: Contact SPARS@hii-nns.com. They can support by submitting a ticket to IBM to have a new company administrator assigned.

****Please note that NOFORN or NNPI documents are not permitted to be transmitted via SPARS.**

Contact your buyer if you are not sure whether your material is

NOFORN or NNPI**

What is Integrated Enterprise Plan (IEP)

Mark Bunting
IEP Manager

What is IEP?

The Integrated Enterprise Plan (IEP) is the plan developed for NAVSEA, Electric Boat Corporation (EBC), and NNS to execute construction of Columbia-class SSBNs (CLB) while minimizing impact to Ford-class CVNs and Virginia- Class SSNs (VCS).

Supplier Readiness

IEP Supplier Readiness is a part of the IEP funded by the US Navy to strengthen the shipbuilding industrial supply base by providing oversight from shipbuilders to analyze and reduce risk, increase affordability, and reduce schedule constraints as an enterprise. The NNS team works closely with EBC on all IEP efforts.

Suppliers identified as critical to CLB, VCS and CVN (new construction) are assessed annually to evaluate their capacity, capability and readiness to meet current and future Shipbuilding demand.

What is a Critical Supplier

The list of suppliers is refreshed annually and selection criteria may include, but are not limited to:

- Critical and Complex Material
- Complex Process
- Single-/Sole-Source
- Construction Critical Path
- SUBSAFE/Level I
- Nuclear.

Supplier Readiness Assessment Process

Suppliers are given an opportunity to self-assess.

Suppliers are evaluated and scored as green, yellow or red in each of the following business categories

- Business Stability
- Existing/Future Human Resource
- Supply Chain
- Production/Facility/Capability
- Schedule
- Supplier Quality Score

NNS and EB work collaboratively to assess shared suppliers

The Shipbuilders assess non-shared suppliers independently.

Plan of Action & Milestone (POA&M) Development

POA&Ms address specific risks identified during the Supplier's Readiness Assessment.

All suppliers assessed as overall red or yellow are placed on a POA&M.

Actions are built upon a team effort of the supplier, shipbuilder (NNS/EB) and other Navy stakeholders.

Readiness Assessment And POAM Results

The results of each Readiness Assessment period as well as POA&M status is reported to the Navy Customer at the end of each annual Wave.

New Partner for Supplier Development

Marissa Hodge
Supplier Development Project Manager 3

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Join the Job Portal and Access the Talent Repository

If you are looking for talent , you can now gain access to a robust talent repository for entry level, transitioning military/veterans, and skilled professionals at buildsubmarines.com and click “Search for Talent”. If you would like your trade position vacancies to be posted to the buildsubmarines.com job portal, you can self-register your business by clicking on the “Opportunities” link.



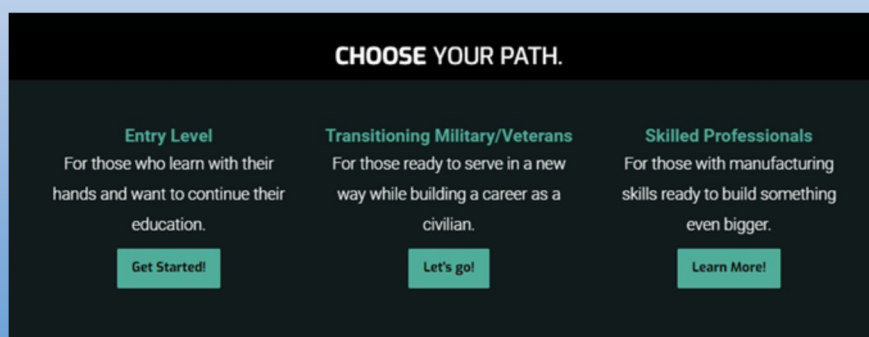
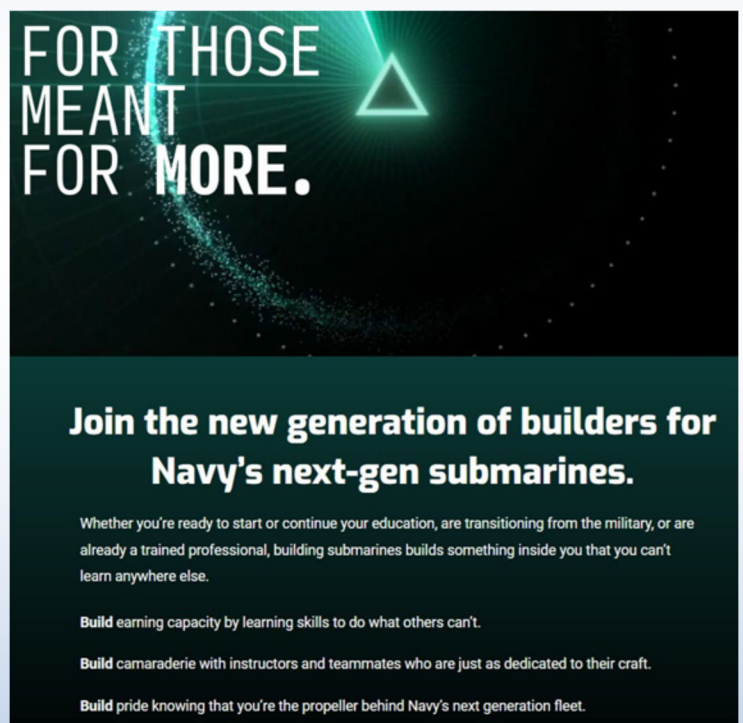
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BuildSubmarines Media Campaign



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- ♦ BlueForge Alliance is a non-profit organization integrating the “Whole of Government, Whole of Industry” approach needed to empower the submarine industrial base to build and sustain the undersea platforms that the Navy and nation must have.
- ♦ BFA launched BuildSubmarines.com and its associated media campaign to support workforce training and placements
- ♦ By visiting BuildSubmarines.com and providing their information to employers, job seekers categorize themselves into one of three paths: entry level, transitioning military and veterans, and skilled professionals. Additionally, they can directly apply to listed jobs



- ♦ Navy suppliers can access these job seekers for free

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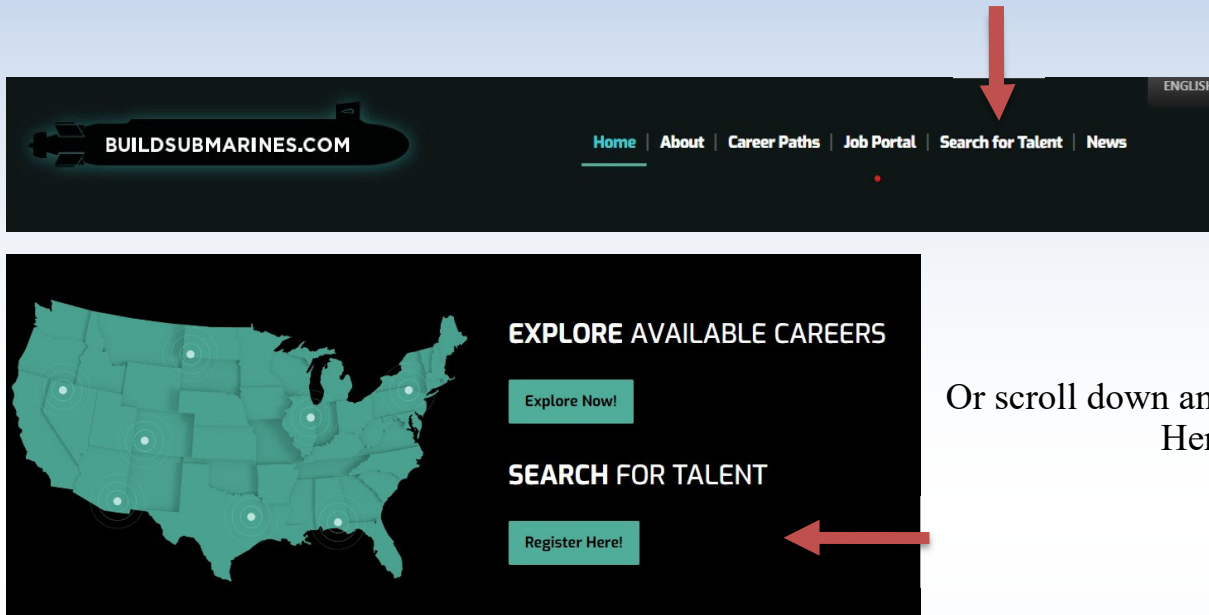
Access to Talent Repository



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Option 1

Complete the “Search for Talent” form on BuildSubmarines.com



Option 2

Email sibtalent@blueforgealliance.us Include :

- ◆ Name of person needing access
- ◆ Organization
- ◆ Title (HR Director, or primary hiring manager recommended)
- ◆ Email

- ◆ Once approved, you will receive an individualized link to a database of those who have expressed interest in joining the submarine industrial base.
- ◆ Please read the associated “How to...” document before proceeding. The database should be downloaded, protected appropriately, and sorted to serve your specific needs (i.e., experience, availability, location, etc.)

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Posting to the Job Portal

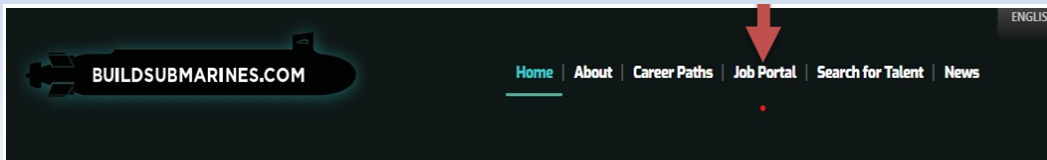


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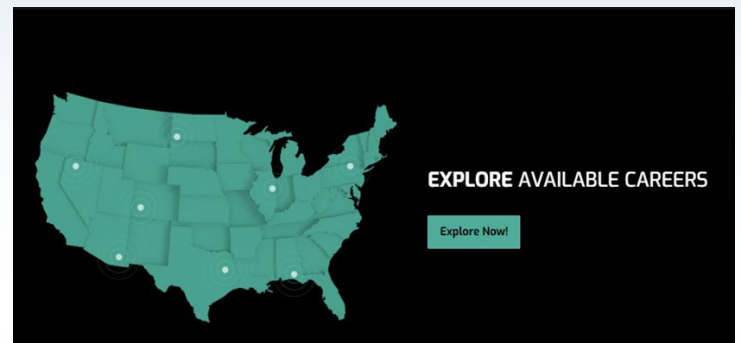
To have your company's job openings featured in the Job Portal:

- ◆ Click "Job Portal" in the website's banner or visit:

<https://atdm.org/build-submarines>

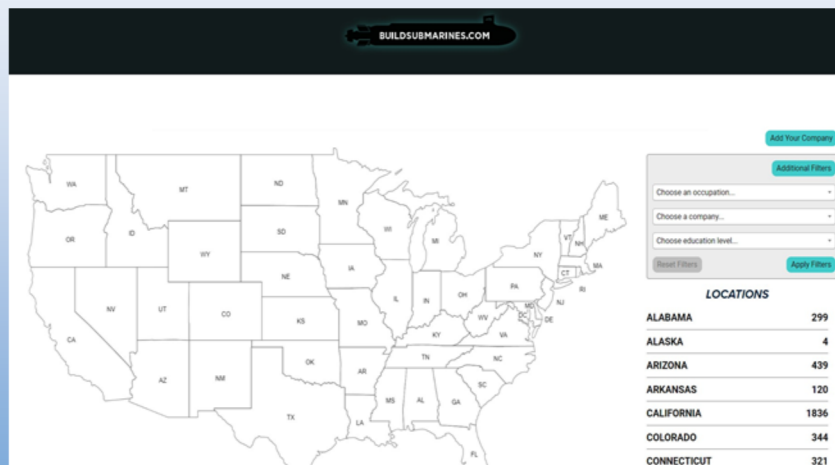


- ◆ Click "Add Your Company"
- ◆ Enter the required information:
 - ◇ Company Information
 - ◇ Contact Information
 - ◇ Website Address with Career Postings



- ◆ The website will automatically import your job postings that match the job titles currently being targeted. This process may take up to two weeks

NOTE: Currently, this will display jobs for specific trades to include welding, machining, NDT, Additive Manufacturing, 3D printing, and metrology / quality control / quality assurance. Other position titles may not display.



NNS Spotlight

Lori Johnson, Director, Supply Chain Procurement

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equally rated or higher rated orders.

If a supplier receives multiple rated orders of equal priority on the same day, and the supplier determines that it cannot meet the delivery dates for those orders, the supplier must reject the orders for which it cannot meet the delivery dates.

Rejection of a rated order does not mean that a supplier does not have to fill the order – rejection is simply made as to the delivery date. For any of the above rejections, the supplier must provide the earliest date by which it could fulfill the requested rated order to NNS and accept based on that date if NNS approves.

A supplier may NOT reject a rated order because it conflicts with lower rated orders that the supplier has already accepted.

6. What are the notification requirements under DPAS for acceptance or rejection of a rated order?

Acceptance or rejection must be in writing (hard copy or electronic).

Suppliers must respond to DO rated orders within fifteen (15) working days of receipt of the order and DX rated orders within ten (10) working days of receipt of the order.

If a supplier rejects a rated order, the supplier must provide the reasons for rejection in its written response and offer alternate delivery dates.

7. What must a supplier do if, after accepting a rated order, the supplier believes that the supplier will be unable to fill the rated order by the required delivery date?

The supplier must notify NNS immediately, provide an explanation on the reasons for the delay, and advise on the earliest date by which the supplier can deliver the item or services. If the notification is provided verbally, written or electronic confirmation must be provided within five (5) working days of the verbal notice.

8. When is “preferential scheduling” necessary?

Preferential scheduling is only necessary if the supplier cannot meet a required delivery date of a rated order because it has conflicting work. If there are conflicts between orders, a supplier must reschedule unrated orders if the unrated orders conflict with the timely completion of DO rated orders. Likewise, a supplier must reschedule DO rated orders and/or unrated orders, if those orders conflict with the timely completion of a DX rated order.

Prompt notification to NNS is essential to ensuring DPAS requirements are met. The above is provided for informational purposes only and is not intended as legal advice. If suppliers have questions regarding their obligations under DPAS, suppliers should consult their legal counsel.

HII BREAKS GROUND ON NEW SUBMARINE FACILITY AT NEWPORT NEWS SHIPBUILDING

NEWPORT NEWS, Va., (Feb. 9, 2023) — Global all-domain defense partner HII (NYSE: HII) recently broke ground on a new project that will support nuclear submarine construction at its Newport News Shipbuilding division.

The Multi-Class Submarine Production Facility is one of three new facilities, enabling NNS to further support the construction and delivery of *Columbia*— and *Virginia*-class submarines.

For the full press release please go to: <https://hii.com/news/hii-groundbreaking-submarine-facility-newport-news-shipbuilding/>



Supplier Ideas for Next Newsletter

We are looking for ideas for our next newsletter. What would you like to know or see. Please provide your ideas by August 1 to E-mail address:

SupplEngAdvocate@hii-nns.com



Press Release Picture for New Submarine Facility