

BOEING PO NOTES

BOEING/NRD CUSTOMER REQUIREMENTS

Flow Down of Purchase Order Notes

02/01/2024

The text of Boeing Purchase Order notes applicable to the NORDAM Purchase Order (PO) has been attached. This is an alternate to internet access to review the document. Acceptance of the NORDAM PO implies concurrences that you have received/acknowledged the PO Note text and that you will comply with all applicable requirements as per the PO, including these flow down requirements.

Boeing Purchase Order Notes flown down in two categories:

- (1) GENERAL NOTES –Legal standard notes incorporated herein by reference, which apply to every part and corresponding Purchase Order placed against this Purchase Contract:
- (2) ITEM / PART NUMBER SPECIFIC NOTES–notes that are unique to a specific item/part number and occur every time the part is ordered. These note codes will be incorporated by reference on the line item text of the ERP contract or added as a note to the PCOS purchase order.

01 FEB 2024

A60

01 JAN 2024 Note Text Revised
15 AUG 2020 Note Text Revised
01 JUL 2010 Note Text Revised
01 JAN 2009 Note Added

[Revision Details](#)

The Boeing Company General Provisions GP1 effective on the date of this purchase order shall apply to and is hereby incorporated into this order by reference as though set out in full text. The GP1 contract terms are located at <https://www.boeingsuppliers.com/terms.html>.

A61

01 JAN 2024 Note Text Revised
15 AUG 2020 Note Text Revised
01 JAN 2016 Note Added

[Revision Details](#)

The Boeing Company General Provisions GP2 Form, "Fixed Price Services Contract", effective on the date of this purchase order shall apply to and is hereby incorporated into this order by reference as though set out in full

text. GP2 supersedes, the incorporated reference to the GP1 Form, "Fixed Price Goods Contract", in the applicable purchasing systems. The GP2 contract terms are located at <https://www.boeingsuppliers.com/terms.html>.

B15

01 JAN 2024 Note Text Revised
01 APR 2013 Note Text Revised
01 JAN 2013 Note Text Revised
08 SEP 2012 Note Text Revised
01 JUL 2012 Note Added

[Revision Details](#)

The Boeing Company is the U.S. Principal Party of Interest (USPPI) for these export shipments. U.S. Foreign Trade Regulations require the USPPI to file Electronic Export Information (EEI) in the Automated Export System (AES) regardless of which party is responsible for transportation arrangements and costs. To meet this requirement, the USA supplier shall send electronic copies of their Packing Slip or other agreed upon method of transmission to The Boeing Company Supply Chain Logistic (SCL) department at email address: directshipsupport@boeing.com. For Boeing paid transportation, Boeing will be responsible for contacting freight forwarder and making freight arrangements. Suppliers are not to make integrated carrier (e.g. FedEx, UPS or DHL) or freight forwarder arrangements. For supplier paid transportation, Boeing SCL must obtain routing details from supplier's freight forwarder prior to releasing export clearance documentation due to required AES reporting considerations. Supplier will comply with the requirements set forth in the following document:
<https://www.boeingsuppliers.com/logistics.html>.

B17

01 JAN 2024 Note Text Revised
15 AUG 2020 Note Text Revised
22 MAY 2014 Note Added

[Revision Details](#)

Boeing Global Services (BGS) of The Boeing Company is the U.S. Principal Party of Interest (USPPI) for these export shipments. U.S. Foreign Trade Regulations require the USPPI to file Electronic Export Information (EEI) in the Automated Export System (AES) regardless of which party is responsible for transportation arrangements and costs. To meet this requirement, the USA Seller shall send electronic copies of their Packing Slip or other agreed upon method of transmission to The BGS Supply Chain Logistic (SCL) department at email address: directshipgoldcare@Boeing.com. Furthermore, the USA Seller shall provide an electronic copy of the FAA 8130 or applicable Airworthiness Certificate to be used for non-US Customs Clearance. For Boeing paid transportation, Boeing will be responsible for contacting freight forwarder and making freight arrangements. Sellers are not to make integrated carrier (e.g. FedEx, UPS or DHL) or freight forwarder arrangements. For Seller paid transportation, the BGS SCL must obtain routing details from Seller's freight forwarder prior to releasing export clearance documentation due to required AES reporting considerations. Seller will comply with the requirements set forth in the following document:
<https://www.boeingsuppliers.com/logistics.html>.

U90

01 JAN 2024 Note Text Revised
01 JUL 2023 Note Text Revised
02 JUL 2021 Note Text Revised
01 JUL 2021 Note Text Revised
15 AUG 2020 Note Text Revised
01 OCT 2019 Note Text Revised
30 SEP 2017 Note Text Revised
01 JUL 2015 Note Text Revised

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01 OCT 2013 Note Text Revised
01 OCT 2006 Note Text Revised
01 JUL 2005 Note Text Revised
01 JAN 2002 Baseline Note

The Boeing Company maintains an ATF 'user of explosives' permit for explosives acquisition, storage and distribution activities at the Everett, Everett Modification Center, Gary (IN), North Boeing Field, Renton and Southpark facilities (PERMIT NUMBER 9-WA-033-33-4H-90239, EXPIRES AUGUST 1, 2024). The Boeing Company maintains an ATF 'manufacturer of explosives' license for domestic acquisition, storage and distribution of explosives in interstate commerce at the Boeing South Carolina facility (LICENSE NUMBER 1-SC-019-20-6H-00197, EXPIRES 8/1/2026). The Boeing Company maintains an ATF 'importer of explosives' license for the importation of foreign manufactured or foreign sourced explosives at the Boeing South Carolina facility (LICENSE NUMBER 1-SC-019-23-6H-00196, EXPIRES 8/1/2026). The Boeing Company maintains an ATF 'manufacturer of explosives' license for domestic acquisition, storage and distribution of explosives in interstate commerce at the Boeing San Antonio, TX facility (LICENSE NUMBER 5-TX-029-20-5D-01433, EXPIRES 4/1/2025). The Boeing Company maintains an ATF 'importer of explosives' license for the importation of foreign manufactured or foreign sourced explosives at the Boeing San Antonio, TX facility (LICENSE NUMBER 5-TX-029-23-5D-01433, EXPIRES 4/1/2025).

U92

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01 OCT 2019 Note Text Revised
01 JUL 2015 Note Text Revised
01 JUL 2007 Note Text Revised
08 JUL 2004 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

The supplier will ensure the proper routing, packaging, labeling, and marking of the materials for shipment. This will be in accordance with any and all state and federal standards. This includes, but is not limited to:

* For products/articles that contain or may have contained Skydrol (BMS3-11) compliance with sections 9 and 10 of the BMS is required.

* In accordance with the hazardous material regulations of the DOT 49 CFR, Hazardous Materials Regulations.

* The technical instructions for the safe transport of dangerous goods by air (International Civil Aviation Organization): Dangerous Goods Regulations (International Air Transport Association).

* Hazards Communication Standard, 29 CFR 1910.1200, if applicable. Include a safety data sheet (SDS) with the hazardous material shipment. An additional copy of the SDS must be routed to:

MSDS@Boeing.com

Or

EHS ATTN: SDS GROUP
THE BOEING COMPANY
PO BOX 3707, MC 9U4-20

U96

01 JAN 2024 Note Suspended
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01 JAN 2002 Baseline Note

[Revision Details](#)

~~CAUTION: Part received on this PO may contain Skydrol (BMS3-11). Please take appropriate handling precautions.~~

01 JUL 2023

Q09

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01 OCT 2020 Note Text Revised
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01 OCT 2016 Note Text Revised
01 OCT 2015 Note Text Revised
01 OCT 2014 Note Text Revised
01 JAN 2014 Note Text Revised
01 APR 2011 Note Text Revised
01 APR 2009 Note Text Revised
08 JUL 2004 Note Text Revised
01 JUL 2004 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

Seller shall maintain, and have available on a timely basis, quality records traceable to the conformance of product/part numbers delivered to Boeing. Seller shall make records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for calendar year + 10 years from the date of shipment under each applicable order for all product/part numbers unless otherwise specified on the order.

At the expiration of such period set forth above and prior to any disposal of records, Seller will notify Boeing of records to be disposed of and Boeing reserves the right to request delivery of such records. In the event Boeing chooses to exercise this right, Seller shall promptly deliver such records to Boeing at no additional cost on media agreed to by both parties.

Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts related to the Products/Part Numbers. Supply Chain shall mean network of material, equipment, information, and services integrated into products and services for the ultimate customer.

Q13

01 JUL 2023 Note Text Revised
01 JAN 2021 Note Text Revised
15 AUG 2020 Note Text Revised
01 OCT 2016 Note Text Revised
01 JAN 2016 Note Text Revised
01 JUL 2015 Note Text Revised
01 OCT 2014 Note Text Revised
01 JAN 2011 Note Text Revised
01 JAN 2010 Note Text Revised
01 APR 2009 Note Text Revised
01 OCT 2007 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

Seller must provide a statement on the packing sheet certifying its quality assurance department has inspected the parts and they adhere to all requirements, applicable drawings/specifications.

OR

When the seller is located outside of the United States and they submit an EASA/JAA/FCAA FORM-1, the following conditions must exist on the form:

1. Block 11 status is identified as 'NEW'
AND
2. Block 12 titled 'REMARKS' contains a statement certifying the seller's quality assurance department has inspected the parts.
AND
3. Block 12 titled 'REMARKS' does not contain certification statements of PMA, Prototype, Not to be installed on certified aircraft, or any statement that does not support PC700 certification.
AND
4. Block 13a 'Certifies that the items identified above were manufactured in conformity to: Approved design data and are in condition for safe operation.'

Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain.

Q31	01 JUL 2023 Note Text Revised 29 JUN 2018 Note Text Revised 01 MAY 2018 Note Text Revised 01 JUL 2017 Note Text Revised 18 MAY 2017 Note Text Revised 09 MAR 2017 Note Text Revised 01 JAN 2017 Note Text Revised 01 JAN 2016 Note Text Revised 21 OCT 2015 Note Text Revised 01 OCT 2015 Note Text Revised 01 APR 2014 Note Text Revised 01 OCT 2013 Note Text Revised 01 APR 2013 Note Text Revised 01 JUL 2012 Note Text Revised 01 APR 2012 Note Text Revised 01 JAN 2012 Note Text Revised 01 APR 2011 Note Added	Revision Details
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This procurement is under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 quality system supplier control program. Unless explicit contractual direction is given to the contrary, no articles (or constituent parts thereof) ordered by Boeing Commercial Airplanes shall contain any Federal Aviation Administration-Parts Manufacturer Approval (FAA-PMA) markings and the accompanying paperwork (e.g., packages, shippers, etc.) shall not contain any FAA-PMA markings.

THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON THE SHIPPING DOCUMENTATION OF ALL SHIPMENTS TO BOEING:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA) markings."

THE PREFERRED LOCATION FOR THE STATEMENT IS ON THE SHIPPING DOCUMENT, NEXT TO, OR FOLLOWING, THE CERTIFICATE OF CONFORMANCE (C of C). THE STATEMENT MAY BE PRINTED, STAMPED OR ATTACHED AS A LABEL OR STICKER TO THE SHIPPING DOCUMENTATION. IT IS ALLOWABLE TO REPLACE "Seller" WITH THE COMPANY NAME OR "WE".

Boeing requires that the provisions/requirements set forth above, as determined by the Seller to be applicable, be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services. It focuses on direct and all lower-tier suppliers.

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Seller shall perform First Article Inspections (FAIs) in accordance with AS/EN/SJAC 9102 and unless otherwise specifically authorized in writing by Boeing, seller shall document within the Boeing licensed Net-Inspect software.

Boeing requires that the FAI provisions and requirements set forth related to the compliance with AS/EN/SJAC 9102 be included in Sellers direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain shall mean Seller's direct network of suppliers providing material, equipment, information, and services integrated into products and services. Furthermore where Seller is required to document FAIs in the Net-Inspect software, FAIs of the Seller's supply chain shall also be documented in Net-Inspect.

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Work under this order is subject to Boeing surveillance at supplier's plant. Boeing quality control representative may elect to conduct inspection either on a random basis or to the extent of 100 percent inspection. Supplier will be notified if Boeing inspections is to be conducted on specific shipments. No shipments are to be held for Boeing inspection unless notification is received prior to, or a time of, material being ready for shipment.

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The supplier Acceptance Test Procedure (ATP) is intended to provide reasonable assurance that a NEW part/component meets the minimum requirements for fit, form and function for its intended use. The ATP is insufficient as a standalone investigation tool for a specific documented nonconformance, unless a step within the ATP specifically accounts for/tests for the identified nonconformance.

Supplier investigation of documented NON-CONFORMING product(s) shall lead the supplier to "eliminate the cause(s) of the nonconformity, in order that it does not recur or occur elsewhere" (QMS AS9100) or produce evidence that the supplier is not at fault.

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BOEING ESCAPEMENT NOTIFICATION FOR NONCONFORMANCE (Section 1) AND NONCOMPLIANCE (Section 2).

SECTION 1 NONCONFORMANCE: NOTIFICATION OF ESCAPEMENT (NOE) PROCESS

Note: **Do not use the NOE process to notify Boeing engineering of escapements related to design errors (i.e.,

certification, product design, and/or business agreement noncompliance). Notify Boeing of escapements related to design errors using the Design Escapement Notification (DEN) process as applicable in Section 2 of this note. A notification to Boeing of a known or suspect nonconformance is not appropriate for a component if the nonconformance is not associated to a product characteristic.**

Note: The steps shown herein are to be used for new or completed investigations when additional data is discovered. Please see the additional scope guidelines located at the bottom of section one.

For Product(s) which have been delivered to or on behalf of Boeing and Seller knows or suspects that such Product(s) are or may be nonconforming, Seller shall, within 3 business days after the day of discovery of a potential escape, the notification from sub-tier supplier, and/or the entry of the issue into the quality process, notify Boeing in writing as set forth herein to allow Boeing to conduct a preliminary safety risk assessment. The minimum information required at this stage of the notice of investigation are:

- a. Affected process(es) or Product(s) part number(s) and name(s);
- b. Description of the nonconforming condition and the affected engineering requirement (i.e., what it is, what it should be and per what requirement).

If the condition is a possible safety of flight issue, submit all available information immediately. This applies to new or initial instances of an escape or potential escape, escapes or potential escapes that were previously identified and isolated by Boeing but Seller identifies additional units or a nonconformance cannot be inspected for the same nonconformance condition. This notification requirement is applicable to all Sellers, including Sellers with D-13709-4 Appendix C Escaped Product Disposition authority.

Seller shall conduct an investigation to confirm and identify if a nonconformance exist or is suspected to exist.

Seller shall notify Boeing through the Boeing supplier information system or the Preliminary Investigation Notification (Form X39312) may be used with Boeing approval or in case of system outage or unavailability. Such notification shall include the information set forth below along with any information that may be identified on the Boeing supplier information system or in Form X39312 referenced above.

Once a nonconformance has been verified as escaped from the supplier quality management system, all information listed in a and b above (including revisions and updates) as well as c and d listed below shall be submitted to Boeing through the Boeing supplier information system within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis.

- c. Quantities, shipping dates, purchase orders and destinations of delivered shipments;
- d. Suspect/affected serial number(s) or date codes, lot numbers, or other part identifiers and airplane line units when applicable.

For Sellers with D-13709-4 Appendix C Escaped Product Disposition authority, instead of submittal to Boeing, Seller must provide notification to the Seller's delegated material review engineers for technical review within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis.

Additional Scope: This process is to be used by the seller for investigation which have been previously disposition and new information has been introduced that identifies additional scope of the original investigation. Seller shall start at the beginning of this process and submit the information as new investigation noting the earlier documentation in a manner that correlates the prior processing but clearly articulates the updated data.

If the nonconformance condition has been previously identified by Boeing using a nonconformance record and a Boeing corrective action notification included Immediate Correction (IC) or Immediate Action (IA) and Root Cause Corrective Action (RCCA) has been received, Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition).

Flow down

The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not made directly from the supply chain to Boeing). Seller shall notify Boeing of all sub-tier parts which have left the Seller's production system with escaped nonconformances in accordance with the respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information and services integrated into the Products and Services.

References

Seller shall reference the following documents for additional NOE instructions and requirements:

- a. The D6-84111 Document
- b. The D012Z026-01 Document (787 only);
- c. The T89 Purchase Order Note (if applicable, all programs);

d. The D012Z028-01 Document (if applicable, 787 only)

SECTION 2 NONCOMPLIANCE: DESIGN ESCAPEMENT NOTIFICATION (DEN)

Note: **Do not use the DEN process to notify Boeing of Product nonconformance escapements. Notify Boeing of nonconformance escapements using the NOE process in Section 1 of this note.**

For the purposes of this writing noncompliance applies as follows:

A DEN can only be used for a noncompliance or suspect noncompliance to a design (i.e., certification, product design, and/or business agreement noncompliance) or customer requirement as defined in documented information which includes but not limited to, digital product definition data, drawings, parts lists, materials, process specifications, and verification documents.

Note: The steps shown herein are to be used for new or completed investigations when additional data is discovered. Please see the additional scope guidelines located at the bottom of section two.

For Product(s) delivered which have been suspected or determined to contain engineering errors, (Product does not comply with certification, Product design, and/or business agreement related airplane design requirements), Seller shall provide written notification to Boeing within 3 business days.

The Boeing notification shall include:

- a. Affected process(es) or Product(s) part number(s) and name(s);
- b. Description of the nonconforming condition and the affected engineering requirement (i.e., what it is and what it should be)

Once a noncompliance or suspect noncompliance to a design or customer requirement has been verified as escaped from the supplier quality management system, all information listed in a and b above (including revisions and updates) as well as c and d listed below shall be submitted to Boeing through the Boeing supplier information system within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis.

- c. Quantities, shipping dates, purchase orders and destinations of delivered shipments;
- d. Suspect/affected serial number(s) or date codes, lot numbers, or other part identifiers and airplane line units when applicable.

Notification shall be made in the Boeing Customer and Supplier Data Transmittal (CSDT) system by submitting a Design Escapement Notification (DEN):

- The Boeing procurement representative will be notified by the submittal in CSDT;
- The Seller shall notify the Boeing SQR that has oversight of the Seller's facility

Additional Scope: This process is to be used by the seller for investigation which have been previously disposition and new information has been introduced that identifies additional scope of the original investigation. Seller shall start at the beginning of this process and submit the information as new investigation noting the earlier documentation in a manner that correlates the prior processing but clearly articulates the updated data.

Flow down

The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not made directly from the supply chain to Boeing). Seller shall notify Boeing of all sub-tier parts which have left the Seller's production system with design errors in accordance with the respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information and services integrated into the Products and Services.

Seller shall complete the DEN submittal in accordance with these requirements:

- a. D950-11041-1 Supplier CSDT User Guide
- b. Contact the Boeing Procurement Agent for access to the CSDT system
- c. D6-82240 Supplier change notification process requirements
- d. X Form X39672 (non-CSDT suppliers)

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01 OCT 2006 Note Text Revised
01 APR 2006 Note Text Revised
01 JUL 2005 Note Text Revised
01 JAN 2003 Note Text Revised
01 JAN 2002 Baseline Note

The Boeing Company maintains a State of Washington explosives purchaser license for purchases from manufacturers or suppliers located within the state of Washington (LICENSE NUMBER EXPU00018465, EXPIRES 2/15/2024). A current list of employees authorized to order explosives within the State of Washington will be provided (WAC 296-52-63020) and updated as changes occur.

U90

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01 OCT 2006 Note Text Revised
01 JUL 2005 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

The Boeing Company maintains an ATF 'user of explosives' permit for explosives acquisition, storage and distribution activities at the Everett, Everett Modification Center, Gary (IN), North Boeing Field, Renton and Southpark facilities (PERMIT NUMBER 9-WA-033-33-4H-90239, EXPIRES AUGUST 1, 2024). The Boeing Company maintains an ATF 'manufacturer of explosives' license for domestic acquisition, storage and distribution of explosives in interstate commerce at the Boeing South Carolina facility (LICENSE NUMBER 1-SC-019-20-3H-00197, EXPIRES 8/1/2023). The Boeing Company maintains an ATF 'importer of explosives' license for the importation of foreign manufactured or foreign sourced explosives at the Boeing South Carolina facility (LICENSE NUMBER 1-SC-019-23-3H-00196, EXPIRES 8/1/2023). The Boeing Company maintains an ATF 'manufacturer of explosives' license for domestic acquisition, storage and distribution of explosives in interstate commerce at the Boeing San Antonio, TX facility (LICENSE NUMBER 5-TX-029-20-5D-01433, EXPIRES 4/1/2025). The Boeing Company maintains an ATF 'importer of explosives' license for the importation of foreign manufactured or foreign sourced explosives at the Boeing San Antonio, TX facility (LICENSE NUMBER 5-TX-029-23-5D-01433, EXPIRES 4/1/2025).

U99

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01 JUL 2014 Note Text Revised
01 JUL 2012 Note Added

[Revision Details](#)

Seller is required to notify Boeing Procurement Agent if procured item is manufactured at a Seller facility not reflected on the procurement document.

04 APR 2023

[Q130](#) New Note

Q130

01 APR 2023 Note Added

[Revision Details](#)

For this BGS order, Seller shall provide evidence that the products provided in accordance with this purchase document are new, with traceability to the source from which such product(s) were obtained. Seller's evidence shall include a legible copy of the original manufacturer's certificate of conformity (C of C), and Seller's packing sheet shall include reference to the provided manufacturer's C of C. Seller's packing sheet shall contain control identity of the

article(s) on this shipment, as applicable. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job, or shop traveler number). When multiple lots are included in one shipment, the Seller shall clearly separate the control identity of the respective lots.

Distributors shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat, or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.

For industry standard parts, the Seller must state the published industry standard specification within the certificate. Examples include, but are not limited to, the National Aerospace Standard (NAS), Army-Navy Aeronautical Standard (AN), Society of Automotive Engineers (SAE), SAE Sematec, Joint Electron Device Engineering Council, Joint Electron Tube Engineering Council, and American National Standards Institute (ANSI).

Commercial Off The Shelf (COTS) parts, AC No: 21-45 per 14 CFR Section 21.1 (b)(3). COTS part means an article that is listed on an FAA-approved Commercial Parts List included in a design approval holder's Instructions for Continued Airworthiness required by Section 21.50. The Seller must have tractability back to FAA-approved Design Holders such as PC, PMA, TSO, TC/STC Parts List.

04 JAN 2023

U40 Revised Note [View Changes](#)

U40

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BOEING ESCAPEMENT NOTIFICATION FOR NONCONFORMANCE (Section 1) AND NONCOMPLIANCE (Section 2).

SECTION 1 NONCONFORMANCE: NOTIFICATION OF ESCAPEMENT (NOE) PROCESS

Note: **Do not use the NOE process to notify Boeing engineering of escapements related to design errors (i.e., certification, product design, and/or business agreement noncompliance). Notify Boeing of escapements related to design errors using the Design Escapement Notification (DEN) process as applicable in Section 2 of this note. A notification to Boeing of a known or suspect nonconformance is not appropriate for a component if the nonconformance is not associated to a product characteristic.**

Note: The steps shown herein are to be used for new or completed investigations when additional data is discovered. Please see the additional scope guidelines located at the bottom of section one.

For Product(s) which have been delivered to or on behalf of Boeing and Seller knows or suspects that such Product(s) are or may be nonconforming, Seller shall, within 3 business days after the day of discovery of a potential escape, the notification from sub-tier supplier, and/or the entry of the issue into the quality process, notify Boeing in writing as set forth herein to allow Boeing to conduct a preliminary safety risk assessment. The minimum information required at this stage of the notice of investigation are:

- a. Affected process(es) or Product(s) part number(s) and name(s);
- b. Description of the nonconforming condition and the affected engineering requirement (i.e., what it is, what it should be and per what requirement).

If the condition is a possible safety of flight issue, submit all available information immediately. This applies to new or initial instances of an escape or potential escape, escapes or potential escapes that were previously identified and isolated by Boeing but Seller identifies additional units or a nonconformance cannot be inspected for the same nonconformance condition. This notification requirement is applicable to all Sellers, including Sellers with D-13709-4 Appendix C Escaped Product Disposition authority.

Seller shall conduct an investigation to confirm and identify if a nonconformance exist or is suspected to exist.

Seller shall notify Boeing through the Boeing supplier information system or the Preliminary Investigation Notification (Form X39312) may be used with Boeing approval or in case of system outage or unavailability.

Such notification shall include the information set forth below along with any information that may be identified on the Boeing supplier information system or in Form X39312 referenced above.

Once a nonconformance has been verified as escaped from the supplier quality management system, all information listed in a and b above (including revisions and updates) as well as c and d listed below shall be submitted to Boeing through the Boeing supplier information system within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis.

- c. Quantities, shipping dates, purchase orders and destinations of delivered shipments;
- d. Suspect/affected serial number(s) or date codes, lot numbers, or other part identifiers and airplane line units when applicable.

For Sellers with D-13709-4 Appendix C Escaped Product Disposition authority, instead of submittal to Boeing, Seller must provide notification to the Seller's delegated material review engineers for technical review within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis.

Additional Scope: This process is to be used by the seller for investigation which have been previously disposition and new information has been introduced that identifies additional scope of the original investigation. Seller shall start at the beginning of this process and submit the information as new investigation noting the earlier documentation in a manner that correlates the prior processing but clearly articulates the updated data.

If the nonconformance condition has been previously identified by Boeing using a nonconformance record and a Boeing corrective action notification included Immediate Correction (IC) or Immediate Action (IA) and Root Cause Corrective Action (RCCA) has been received, Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition).

Flow down

The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not made directly from the supply chain to Boeing). Seller shall notify Boeing of all sub-tier parts which have left the Seller's production system with escaped nonconformances in accordance with the respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information and services integrated into the Products and Services.

References

Seller shall reference the following documents for additional NOE instructions and requirements:

- a. The D6-84111 Document
- b. The D012Z026-01 Document (787 only);
- c. The T89 Purchase Order Note (if applicable, all programs);
- d. The D012Z028-01 Document (if applicable, 787 only)

SECTION 2 NONCOMPLIANCE: DESIGN ESCAPEMENT NOTIFICATION (DEN)

Note: **Do not use the DEN process to notify Boeing of Product nonconformance escapements. Notify Boeing of nonconformance escapements using the NOE process in Section 1 of this note.**

For the purposes of this writing noncompliance applies as follows:

A DEN can only be used for a noncompliance or suspect noncompliance to a design (i.e., certification, product design, and/or business agreement noncompliance) or customer requirement as defined in documented information which includes but not limited to, digital product definition data, drawings, parts lists, materials, process specifications, and verification documents.

Note: The steps shown herein are to be used for new or completed investigations when additional data is discovered. Please see the additional scope guidelines located at the bottom of section two.

For Product(s) delivered which have been suspected or determined to contain engineering errors, (Product does not comply with certification, Product design, and/or business agreement related airplane design requirements), Seller shall provide written notification to Boeing within 3 business days.

The Boeing notification shall include:

- a. Affected process(es) or Product(s) part number(s) and name(s);
- b. Description of the nonconforming condition and the affected engineering requirement (i.e., what it is and what it should be)

Once a noncompliance or suspect noncompliance to a design or customer requirement has been verified as escaped from the supplier quality management system, all information listed in a and b above (including revisions and updates) as well as c and d listed below shall be submitted to Boeing through the Boeing supplier information system within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis.

- c. Quantities, shipping dates, purchase orders and destinations of delivered shipments;
- d. Suspect/affected serial number(s) or date codes, lot numbers, or other part identifiers and airplane line units when applicable.

Notification shall be made in the Boeing Customer and Supplier Data Transmittal (CSDT) system by submitting a Design Escapement Notification (DEN):

- The Boeing procurement representative will be notified by the submittal in CSDT;
- The Seller shall notify the Boeing SQR that has oversight of the Seller's facility

Additional Scope: This process is to be used by the seller for investigation which have been previously disposition and new information has been introduced that identifies additional scope of the original investigation. Seller shall start at the beginning of this process and submit the information as new investigation noting the earlier documentation in a manner that correlates the prior processing but clearly articulates the updated data.

Flow down

The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not made directly from the supply chain to Boeing). Seller shall notify Boeing of all sub-tier parts which have left the Seller's production system with design errors in accordance with the respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information and services integrated into the Products and Services.

Seller shall complete the DEN submittal in accordance with these requirements:

- a. D950-11041-1 Supplier CSDT User Guide
- b. Contact the Boeing Procurement Agent for access to the CSDT system
- c. D6-82240 Supplier change notification process requirements
- d. X Form X39672 (non-CSDT suppliers)

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B91 Revised Note [View Changes](#)

U40 Revised Note [View Changes](#)

B91

01 JAN 2023 Note Text Revised
15 AUG 2020 Note Text Revised
01 OCT 2007 Note Added

[Revision Details](#)

Seller must provide, with each container shipped under this applicable order, an Advance Shipping Notice (ASN). For each container shipped, Seller must provide two (2) readable copies of the ASN barcode as follows:

- a. One (1) copy is to be securely affixed to the outside of each container
- b. One (1) copy is to be loose inside each container

For those Sellers that do not have Exostar access, please see PO Note C65 for instructions.

Non-conforming shipments are subject to rejection and repackaging at Seller's expense.

Instructions and guidelines related to the ASN process can be found at the following web locations:

Exostar Boeing Supply Chain Platform (BSCP): https://www.myexostar.com/?ht_kb=bscp-shipments

Exostar 787 Supply Chain Management Platform (SCMP): https://www.myexostar.com/?ht_kb=boeing-787-scmp-shipments

U40

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15 JUL 2020 Note Text Revised
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01 JUL 2013 Note Text Revised
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01 JAN 2012 Note Text Revised
01 JUL 2011 Note Text Revised
01 APR 2011 Note Text Revised
01 JAN 2011 Note Text Revised
01 OCT 2010 Note Text Revised
01 APR 2010 Note Text Revised
01 JUL 2009 Note Text Revised
01 APR 2009 Note Text Revised
01 JAN 2009 Note Text Revised
01 JAN 2006 Note Text Revised
01 OCT 2005 Note Text Revised
08 JUL 2004 Note Text Revised
01 JUL 2004 Note Text Revised
01 JAN 2002 Baseline Note

BOEING ESCAPEMENT NOTIFICATION FOR NONCONFORMANCE (Section 1) AND NONCOMPLIANCE (Section 2).

SECTION 1 NONCONFORMANCE: NOTIFICATION OF ESCAPEMENT (NOE) PROCESS

Note: **Do not use the NOE process to notify Boeing engineering of escapements related to design errors (i.e., certification, product design, and/or business agreement noncompliance). Notify Boeing of escapements related to design errors using the Design Escapement Notification (DEN) process as applicable in Section 2 of this note. A notification to Boeing of a known or suspect nonconformance is not appropriate for a component if the nonconformance is not associated to a product characteristic.**

Note: The steps shown herein are to be used for new or completed investigations when additional data is discovered. Please see the additional scope guidelines located at the bottom of section one.

For Product(s) which have been delivered to or on behalf of Boeing and Seller knows or suspects that such Product(s) are or may be nonconforming, Seller shall, within 3 business days after the day of discovery of a potential escape, the notification from sub-tier supplier, and/or the entry of the issue into the quality process, notify Boeing in writing as set forth herein to allow Boeing to conduct a preliminary safety risk assessment. The minimum information required at this stage of the notice of investigation are:

- a. Affected process(es) or Product(s) part number(s) and name(s);
- b. Description of the nonconforming condition and the affected engineering requirement (i.e., what it is, what it should be and per what requirement).

If the condition is a possible safety of flight issue, submit all available information immediately. This applies to new or initial instances of an escape or potential escape, escapes or potential escapes that were previously identified and isolated by Boeing but Seller identifies additional units or a nonconformance cannot be verified for the same nonconformance condition. This notification requirement is applicable to all Sellers, including Sellers with D-13709-4 Appendix C Escaped Product Disposition authority.

Seller shall conduct an investigation to confirm and identify if a nonconformance exist or is suspected to exist.

Seller shall notify Boeing through the Boeing supplier information system or the Preliminary Investigation Notification (Form X39312) may be used with Boeing approval or in case of system outage or unavailability.

Such notification shall include the information set forth below along with any information that may be identified on the

Boeing supplier information system or in Form X39312 referenced above.

Once a nonconformance has been verified as escaped from the supplier quality management system, all information listed in a and b above (including revisions and updates) as well as c and d listed below shall be submitted to Boeing through the Boeing supplier information system within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis.

c. Quantities, shipping dates, purchase orders and destinations of delivered shipments;

d. Suspect/affected serial number(s) or date codes, lot numbers, or other part identifiers and airplane line units when applicable.

For Sellers with D-13709-4 Appendix C Escaped Product Disposition authority, instead of submittal to Boeing, Seller must provide notification to the Seller's delegated material review engineers for technical review within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis.

Additional Scope: This process is to be used by the seller for investigation which have been previously disposition and new information has been introduced that identifies additional scope of the original investigation. Seller shall start at the beginning of this process and submit the information as new investigation noting the earlier documentation in a manner that correlates the prior processing but clearly articulates the updated data.

If the nonconformance condition has been previously identified by Boeing using a nonconformance record and a Boeing corrective action notification included Immediate Correction (IC) or Immediate Action (IA) and Root Cause Corrective Action (RCCA) has been received, Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition).

Flow down

The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not made directly from the supply chain to Boeing). Seller shall notify Boeing of all sub-tier parts which have left the Seller's production system with escaped nonconformances in accordance with the respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information and services integrated into the Products and Services.

References

Seller shall reference the following documents for additional NOE instructions and requirements:

- a. The D6-84111 Document
- b. The D012Z026-01 Document (787 only);
- c. The T89 Purchase Order Note (if applicable, all programs);
- d. The D012Z028-01 Document (if applicable, 787 only)

SECTION 2 NONCOMPLIANCE: DESIGN ESCAPEMENT NOTIFICATION (DEN)

Note: **Do not use the DEN process to notify Boeing of Product nonconformance escapements. Notify Boeing of nonconformance escapements using the NOE process in Section 1 of this note.**

For the purposes of this writing noncompliance applies as follows:

A DEN can only be used for a noncompliance or suspect noncompliance to a design (i.e., certification, product design, and/or business agreement noncompliance) or customer requirement as defined in documented information which includes but not limited to, digital product definition data, drawings, parts lists, materials, process specifications, and verification documents.

Note: The steps shown herein are to be used for new or completed investigations when additional data is discovered. Please see the additional scope guidelines located at the bottom of section two.

For Product(s) delivered which have been suspected or determined to contain engineering errors, (Product does not comply with certification, Product design, and/or business agreement related airplane design requirements), Seller shall provide written notification to Boeing within 3 business days.

The Boeing notification shall include:

- a. Affected process(es) or Product(s) part number(s) and name(s);
- b. Description of the nonconforming condition and the affected engineering requirement (i.e., what it is and what it should be)

Once a noncompliance or suspect noncompliance to a design or customer requirement has been verified as escaped from the supplier quality management system, all information listed in a and b above (including revisions and updates) as well as c and d listed below shall be submitted to Boeing through the Boeing supplier information system within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis.

- c. Quantities, shipping dates, purchase orders and destinations of delivered shipments;
- d. Suspect/affected serial number(s) or date codes, lot numbers, or other part identifiers and airplane line units when applicable.

Notification shall be made in the Boeing Customer and Supplier Data Transmittal (CSDT) system by submitting a Design Escapement Notification (DEN):

- The Boeing procurement representative will be notified by the submittal in CSDT;
- The Seller shall notify the Boeing SQR that has oversight of the Seller's facility

Additional Scope: This process is to be used by the seller for investigation which have been previously disposition and new information has been introduced that identifies additional scope of the original investigation. Seller shall start at the beginning of this process and submit the information as new investigation noting the earlier documentation in a manner that correlates the prior processing but clearly articulates the updated data.

Flow down

The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not made directly from the supply chain to Boeing). Seller shall notify Boeing of all sub-tier parts which have left the Seller's production system with design errors in accordance with the respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information and services integrated into the Products and Services.

Seller shall complete the DEN submittal in accordance with these requirements:

- a. D950-11041-1 Supplier CSDT User Guide
- b. Contact the Boeing Procurement Agent for access to the CSDT system
- c. D6-82240 Supplier change notification process requirements
- d. X Form X39672 (non-CSDT suppliers)

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U40

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01 JAN 2013 Note Text Revised
01 JUL 2012 Note Text Revised
01 JAN 2012 Note Text Revised
01 JUL 2011 Note Text Revised
01 APR 2011 Note Text Revised
01 JAN 2011 Note Text Revised
01 OCT 2010 Note Text Revised
01 APR 2010 Note Text Revised
01 JUL 2009 Note Text Revised
01 APR 2009 Note Text Revised
01 JAN 2009 Note Text Revised
01 JAN 2006 Note Text Revised
01 OCT 2005 Note Text Revised
08 JUL 2004 Note Text Revised
01 JUL 2004 Note Text Revised
01 JAN 2002 Baseline Note

U40 BOEING ESCAPEMENT NOTIFICATION FOR NONCONFORMANCE (Section 1) AND NONCOMPLIANCE (Section 2)

SECTION 1 NONCONFORMANCE: NOTIFICATION OF ESCAPEMENT (NOE) PROCESS

Note: **Do not use the NOE process to notify Boeing engineering of escapements related to design errors (i.e., certification, product design, and/or business agreement noncompliance). Notify Boeing of escapements related to design errors using the Design Escapement Notification (DEN) process as applicable in Section 2 of this note. A notification to Boeing of a known or suspect nonconformance is not appropriate for a component if the nonconformance is not associated to a product characteristic.**

For Product(s) which have been delivered to or on behalf of Boeing and Seller knows or suspects that such Product(s) are or may be nonconforming, Seller shall, within 3 days after the day of discovery of a potential escape, the notification from sub-tier supplier, and/or the entry of the issue into the quality process, notify Boeing in writing as set forth herein to allow Boeing to conduct a preliminary safety risk assessment. If the condition is a possible safety of flight issue, submit all available information immediately. This applies to new or initial instances of an escape or potential escape, escapes or potential escapes that were previously identified and isolated by Boeing but Seller identifies additional units or a nonconformance cannot be verified for the same nonconformance condition. This notification requirement is applicable to all Sellers, including Sellers with D-13709-4 Appendix C Escaped Product Disposition authority.

Seller shall notify Boeing through the Boeing supplier information system or the Preliminary Investigation Notification (Form X39312) may be used with Boeing approval or in case of system outage or unavailability.

Such notification shall include the information set forth below along with any information that may be identified on the Boeing supplier information system or in Form X39312 referenced above,

Minimum:

- a. Affected process(es) or Product(s) part number(s) and name(s);
- b. Description of the nonconforming condition and the affected engineering requirement (i.e., what it is and what it should be)

If known:

- c. Quantities, shipping dates, purchase orders and destinations of delivered shipments;
- d. Suspect/affected serial number(s) or date codes, lot numbers, or other part identifiers and airplane line units when applicable.

Once a nonconformance has been verified as escaped from the supplier quality management system, all information

listed in a, b, c, and d above shall be submitted to Boeing through the Boeing supplier information system within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis. For Sellers with D-13709-4 Appendix C Escaped Product Disposition authority, instead of submittal to Boeing, Seller must provide notification to the Seller's delegated material review engineers for technical review within 10 business days from the day of escape confirmation unless otherwise agreed upon by Boeing on a case by case basis.

If the nonconformance condition has been previously identified by Boeing using a nonconformance record and a Boeing corrective action notification included Immediate Correction (IC) or Immediate Action (IA) and Root Cause Corrective Action (RCCA) has been received, Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition).

Flow down

The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not made directly from the supply chain to Boeing). Seller shall notify Boeing of all sub-tier parts which have left the Seller's production system with escaped nonconformances in accordance with the respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information and services integrated into the Products and Services.

References

Seller shall reference the following documents for additional NOE instructions and requirements:

- a. The D6-84111 Document
- b. The D012Z026-01 Document (787 only);
- c. The T89 Purchase Order Note (if applicable, all programs);
- d. The D012Z028-01 Document (if applicable, 787 only)

SECTION 2 NONCOMPLIANCE: DESIGN ESCAPEMENT NOTIFICATION (DEN) PROCESS

Note: **Do not use the DEN process to notify Boeing of Product nonconformance escapements. Notify Boeing of nonconformance escapements using the NOE process in Section 1 of this note.**

For the purposes of this writing noncompliance applies as follows:

A DEN can only be used for a noncompliance or suspect noncompliance to a design (i.e., certification, product design, and/or business agreement noncompliance) or customer requirement as defined in documented information which includes but not limited to, digital product definition data, drawings, parts lists, materials, process specifications, and verification documents.

For Product(s) delivered which have been suspected or determined to contain engineering errors, (Product does not comply with certification, Product design, and/or business agreement related airplane design requirements), Seller shall provide written notification to Boeing within 3 days.

The Boeing notification shall include:

- a. Affected process(es) or Product(s) part number(s) and name(s);
- b. Description of the nonconforming condition and the affected engineering requirement (i.e., what it is and what it should be)

If known:

- c. Quantities, shipping dates, purchase orders and destinations of delivered shipments;
- d. Suspect/affected serial number(s) or date codes, lot numbers, or other part identifiers and airplane line units when applicable.

Notification shall be made in the Boeing Customer and Supplier Data Transmittal (CSDT) system by submitting a Design Escapement Notification (DEN):

- The Boeing procurement representative will be notified by the submittal in CSDT;

- The Seller shall notify the Boeing SQR that has oversight of the Seller's facility

Flow down

The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not made directly from the supply chain to Boeing). Seller shall notify Boeing of all sub-tier parts which have left the Seller's production system with design errors in accordance with the respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information and services integrated into the Products and Services.

Seller shall complete the DEN submittal in accordance with these requirements:

- a. D950-11041-1 Supplier CSDT User Guide
- b. Contact the Boeing Procurement Agent for access to the CSDT system
- c. D6-82240 Supplier change notification process requirements
- d. X Form X39672 (non-CSDT suppliers)

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[U90](#) Revised Note [View Changes](#)

U90

[02 JUL 2021 Note Text Revised](#)
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[15 AUG 2020 Note Text Revised](#)
[01 OCT 2019 Note Text Revised](#)
[30 SEP 2017 Note Text Revised](#)
[01 JUL 2015 Note Text Revised](#)
[01 OCT 2013 Note Text Revised](#)
[01 OCT 2006 Note Text Revised](#)
[01 JUL 2005 Note Text Revised](#)
[01 JAN 2002 Baseline Note](#)

[Revision Details](#)

The Boeing Company maintains an ATF 'user of explosives' permit for explosives acquisition, storage and distribution activities at the Everett, Everett Modification Center, Gary (IN), North Boeing Field, Renton and Southpark facilities (PERMIT NUMBER 9-WA-033-33-1H-90239, EXPIRES AUGUST 1, 2021). The Boeing Company maintains an ATF 'manufacturer of explosives' license for domestic acquisition, storage and distribution of explosives in interstate commerce at the Boeing South Carolina facility (LICENSE NUMBER 1-SC-019-20-3H-00197, EXPIRES 8/1/2023). The Boeing Company maintains an ATF 'importer of explosives' license for the importation of foreign manufactured or foreign sourced explosives at the Boeing South Carolina facility (LICENSE NUMBER 1-SC-019-23-3H-00196, EXPIRES 8/1/2023). The Boeing Company maintains an ATF 'manufacturer of explosives' license for domestic acquisition, storage and distribution of explosives in interstate commerce at the Boeing San Antonio, TX facility (LICENSE NUMBER 5-TX-029-20-2D-01433, EXPIRES 4/1/2022). The Boeing Company maintains an ATF 'importer of explosives' license for the importation of foreign manufactured or foreign sourced explosives at the Boeing San Antonio, TX facility (LICENSE NUMBER 5-TX-029-23-2D-01442, EXPIRES 4/1/2022).

01 JUL 2021

[Q125](#) New Note
[U89](#) Revised Note [View Changes](#)
[U90](#) Revised Note [View Changes](#)
[U94](#) Revised Note [View Changes](#)

Q125

01 JUL 2021 Note Added

[Revision Details](#)

Seller will comply with and flow down to its Supply Chain the requirements of Boeing Form X38656, "Advanced Product Quality Planning (APQP) & Production Part Approval Process (PPAP)" (refer to menu bar of the "Doing Business with Boeing" home page located at <http://www.boeing.com/suppliers>). Seller and its Supply Chain will comply.

For purposes of this requirement, "Supply Chain" shall be as defined in Boeing Form X38656.

U89

01 JUL 2021 Note Text Revised
15 AUG 2020 Note Text Revised
01 OCT 2019 Note Text Revised
01 JUL 2018 Note Text Revised
30 SEP 2017 Note Text Revised
01 JUL 2015 Note Text Revised
01 OCT 2013 Note Text Revised
01 OCT 2006 Note Text Revised
01 APR 2006 Note Text Revised
01 JUL 2005 Note Text Revised
01 JAN 2003 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

The Boeing Company maintains a State of Washington explosives purchaser license for purchases from manufacturers or suppliers located within the state of Washington (LICENSE NUMBER EXPU00018465, EXPIRES 2/15/2022). A current list of employees authorized to order explosives within the State of Washington will be provided (WAC 296-52-63020) and updated as changes occur.

U90

01 JUL 2021 Note Text Revised
15 AUG 2020 Note Text Revised
01 OCT 2019 Note Text Revised
30 SEP 2017 Note Text Revised
01 JUL 2015 Note Text Revised
01 OCT 2013 Note Text Revised
01 OCT 2006 Note Text Revised
01 JUL 2005 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

The Boeing Company maintains an ATF 'user of explosives' permit for explosives acquisition, storage and distribution activities at the Everett, Everett Modification Center, Gary (IN), North Boeing Field, Renton and Southpark facilities (PERMIT NUMBER 9-WA-033-33-1H-90239, EXPIRES AUGUST 1, 2021). The Boeing Company maintains an ATF 'manufacturer of explosives' license for domestic acquisition, storage and distribution of explosives in interstate commerce at the Boeing South Carolina facility (LICENSE NUMBER 1-SC-019-20-3H-00197, EXPIRES

8/1/2023). The Boeing Company maintains an ATF 'importer of explosives' license for the importation of foreign manufactured or foreign sourced explosives at the Boeing South Carolina facility (LICENSE NUMBER 1-SC-019-23-0H-00196, EXPIRES 8/1/2020). The Boeing Company maintains an ATF 'manufacturer of explosives' license for domestic acquisition, storage and distribution of explosives in interstate commerce at the Boeing San Antonio, TX facility (LICENSE NUMBER 5-TX-029-20-2D-01433, EXPIRES 4/1/2022). The Boeing Company maintains an ATF 'importer of explosives' license for the importation of foreign manufactured or foreign sourced explosives at the Boeing San Antonio, TX facility (LICENSE NUMBER 5-TX-029-23-2D-01442, EXPIRES 4/1/2022)

U94

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01 JUL 2018 Note Text Revised
01 JUL 2015 Note Text Revised
01 OCT 2013 Note Text Revised
01 OCT 2006 Note Text Revised
01 APR 2006 Note Text Revised
01 FEB 2003 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

The Boeing Company maintains an ATF dealer of explosives license for explosives acquisition, storage and distribution activities at the BGS Seattle Distribution Center (BOEING GLOBAL SERVICES COMMERCIAL AIRPLANE GROUP, 2001 S. 142ND ST., SEA-TAC, WA. 98168-3713, LICENSE NUMBER 9-WA-033-27-4A-12229, EXPIRES 1/1/2024).

05 JAN 2021

[A68](#) Revised Note [View Changes](#)

[Q104](#) Revised Note [View Changes](#)

[Q105](#) Revised Note [View Changes](#)

[Q107](#) Revised Note [View Changes](#)

[Q128](#) New Note

[Q129](#) New Note

[Q13](#) Revised Note [View Changes](#)

[Q29](#) Revised Note [View Changes](#)

[Q46](#) Revised Note [View Changes](#)

[W005](#) Revised Note [View Changes](#)

[W210](#) Revised Note [View Changes](#)

[W502](#) Revised Note [View Changes](#)

A68

01 JAN 2021 Note Text Revised

[Revision Details](#)

15 AUG 2020 Note Text Revised

01 JAN 2002 Baseline Note

SUBJECT TO SIGNED TERMS AND CONDITIONS *(SBP/GTA, BSCA: Signed and negotiated agreement)*,
Dated *(Date of signed agreement)*

Q104

01 JAN 2021 Note Text Revised

[Revision Details](#)

15 AUG 2020 Note Text Revised

01 OCT 2019 Note Text Revised

01 OCT 2012 Note Added

For this BGS order,

1. Seller shall include with each shipment all documentation required by this purchase document including: approval for return to service documentation meeting provisions of FAA or Foreign Civil Airworthiness Authority (FCAA) airworthiness certification regulations, including hours, cycles where required, and any tear down/inspection reports.

2. Seller shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.

3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The documentation shall specify AD number, AD amendment number, date, and method of compliance.

4. A description (or reference to data acceptable to the FAA and/or Foreign Civil Aviation Authority) of the work performed. In either case there must be enough information provided so that a person unfamiliar with the work would be able to determine the extent of the maintenance and/or alteration performed. If the repair station is also EASA-certificated, the maintenance release must include the revision status of the technical data used to perform the work. The maintenance release must also include a record of the parts used, particularly if the maintenance involved substituting parts, such as PMA parts as applicable per FAA AC 145-9.

Q105

01 JAN 2021 Note Text Revised

[Revision Details](#)

15 AUG 2020 Note Text Revised

01 OCT 2019 Note Text Revised
01 OCT 2012 Note Added

For this BGS order,

1. Seller shall include with each shipment a certified statement of condition stating the following:
 - a. Article identity and condition - must use "as-is" or comparable term to describe condition.
 - b. The article(s) were produced under a FAA or Foreign Civil Airworthiness Authority (FCAA) certificated regulatory production system.
 - c. Life/cycle limited parts status (i.e., time, time since overhaul, cycles, and history). If the article is serialized and life-limited, operational time and/or cycles are required.
2. Seller shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.
3. When known, Seller shall provide a statement as to the regulatory approval the part has been manufactured under (i.e.: PMA, TSOA, PC).

Q107

01 JAN 2021 Note Text Revised
15 AUG 2020 Note Text Revised
01 OCT 2019 Note Text Revised
01 APR 2015 Note Added

[Revision Details](#)

For this BGS order,

Seller shall provide evidence that the product(s) provided in accordance with this purchase document are new, with traceability to the source from which such product(s) were obtained. Seller shall provide a certified statement as to the identity and condition of each article. An article known to have been subjected to extreme stress, heat or environment (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) will not be accepted. When PAH Certificate of Conformance (CofC) will be shipped with this article, Seller shall provide a statement as to the regulatory approval the part has been manufactured under (i.e.: PMA, TSOA, PC)

Seller's packing sheet shall contain control identity of the article(s) on this shipment. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

Distributors shall certify that article(s) provided in accordance with this purchase document were not

subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.

Q128

01 JAN 2021 Note Added

[Revision Details](#)

For this BGS order,

Seller shall provide evidence that the product(s) provided in accordance with this purchase document are new, with traceability to the source from which such product(s) were obtained. Seller shall provide a certified statement as to the identity and condition of each article. An article known to have been subjected to extreme stress, heat or environment (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) will not be accepted. When PAH Certificate of Conformance (CofC) will be shipped with this article, Seller shall provide a statement as to the regulatory approval the part has been manufactured under (i.e.: PMA, TSOA, PC)

Seller's packing sheet shall contain control identity of the article(s) on this shipment. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

FAA or Foreign Civil Airworthiness Authority (FCAA) airworthiness certification is required for articles specified on this Purchase Document. Include with each shipment, the original FAA Form 8130-3 Authorized Release Certificate or foreign equivalent.

Q129

01 JAN 2021 Note Added

[Revision Details](#)

For this BGS order,

Seller shall provide evidence that the product(s) provided in accordance with this purchase document are new, with traceability to the source from which such product(s) were obtained. Seller shall provide a certified statement as to the identity and condition of each article. Seller's packing sheet shall contain control identity of the article(s)/material on this shipment.

Seller's evidence shall include a legible copy of the original manufacturer's certificate of conformity (C of C) or an Authorized Release Certificate (i.e. FAA Form 8130-3, EASA Form One) or other equivalent regulatory airworthiness approval document(s).

When required per manufacturer's specification, include laboratory/test reports with shipment, control

identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

Distributors shall certify that article(s)/material provided in accordance with this purchase document were not subjected to extreme stress, heat or environment (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) will not be accepted.

Q13

01 JAN 2021 Note Text Revised
15 AUG 2020 Note Text Revised
01 OCT 2016 Note Text Revised
01 JAN 2016 Note Text Revised
01 JUL 2015 Note Text Revised
01 OCT 2014 Note Text Revised
01 JAN 2011 Note Text Revised
01 JAN 2010 Note Text Revised
01 APR 2009 Note Text Revised
01 OCT 2007 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

Seller must provide a statement on the packing sheet certifying its quality assurance department has inspected the parts and they adhere to all requirements, applicable drawings/specifications.

OR

When the seller is located outside of the United States and they submit an EASA/JAA/FCAA FORM-1, the following conditions must exist on the form:

1. Block 11 status is identified as 'NEW'
AND
2. Block 12 titled 'REMARKS' contains a statement certifying the seller's quality assurance department has inspected the parts.
AND
3. Block 12 titled 'REMARKS' does not contain certification statements of PMA, Prototype, Not to be installed on certified aircraft, or any statement that does not support PC700 certification.
AND
4. Block 13a 'Certifies that the items identified above were manufactured in conformity to: Approved design data and are in condition for safe operation.'

Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain.

Q29	01 JAN 2021 Note Text Revised	Revision Details
	01 JAN 2020 Note Text Revised	
	16 JAN 2019 Note Text Revised	
	01 MAY 2018 Note Text Revised	
	26 FEB 2018 Note Text Revised	
	30 SEP 2017 Note Text Revised	
	18 MAY 2017 Note Text Revised	
	01 OCT 2016 Note Text Revised	
	01 JUL 2016 Note Text Revised	
	01 OCT 2015 Note Text Revised	
	01 JUL 2015 Note Text Revised	
	01 APR 2015 Note Text Revised	
	01 JAN 2015 Note Text Revised	
	01 APR 2014 Note Text Revised	
	01 JAN 2014 Note Text Revised	
	01 JUL 2013 Note Text Revised	
	31 MAY 2013 Note Text Revised	
	01 JAN 2013 Note Text Revised	
	01 APR 2012 Note Text Revised	
	01 JUL 2011 Note Text Revised	
	01 APR 2011 Note Text Revised	
	01 OCT 2010 Note Text Revised	
	01 JUL 2010 Note Text Revised	
	01 APR 2010 Note Text Revised	
	01 JAN 2010 Note Text Revised	
	01 JUL 2009 Note Text Revised	
	13 MAY 2009 Note Text Revised	
	01 APR 2009 Note Text Revised	
	01 OCT 2008 Note Text Revised	
	01 JAN 2008 Note Text Revised	
	01 JUL 2007 Note Text Revised	
	01 JUL 2006 Note Text Revised	
	01 APR 2006 Note Added	

A. Boeing Form X31764

1. Seller shall comply with the requirements of Form X31764 "Boeing Quality Purchasing Data

Requirements". To ensure Seller is performing to the latest Boeing Form X31764, Seller shall access this form by selecting "Supplier Quality" from the menu bar and "Other Quality Requirements" of "Doing Business with Boeing" home page located at the following URL address: <http://www.boeingsuppliers.com/>. When entering the URL, use lower case letters only. Seller shall be responsible for regularly monitoring (minimum quarterly) the URL to ensure that Seller is in compliance with the latest revision of Form X31764.

2. Form X31764 identifies the sections, sub-sections, and applicable items the Seller shall evaluate for flow-down to its Supply Chain. If the Seller determines the item is not applicable, due to the complexity of the item being procured, they shall retain documented information to justify this decision.

3. For purposes of this PO Note, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts as applicable based on the product requirements being procured.

B. AS/EN/JISQ 9100 Flow-Down Requirements

In accordance with AS/EN/JISQ 9100, Seller shall flow-down to its Supply Chain the applicable provisions/requirements of AS/EN/JISQ 9100.

C. PO Note Management Requirements

1. Seller shall comply with all PO Notes when required by applicable contractual agreement. Boeing PO Notes are supplemental terms and conditions that consist of both quality and non-quality assurance terms and conditions. Each PO Note is designated by code number, e.g., Q29, S68, A21, etc. PO Notes may apply to the Seller via Boeing Purchase Contract or Purchase Order, and may be referenced by Boeing solicitations and letter agreements. A PO Note may be referred to as "PO Note" or "Note".

2. Boeing may revise the PO Notes from time to time. To ensure Seller is performing to the latest Boeing PO Note, Seller shall access the latest PO Note revisions via the Boeing Partners Network (BPN) Supplier Portal View. PO Notes are listed under "My Products". When Seller reviews a PO Note revision, the PO Notes page will reflect the revision as 'Acknowledged' by Seller. Seller shall access on a quarterly basis the latest PO Note revisions via the BPN Supplier Portal by the following dates of the year: 1/15, 4/15, 7/15 and 10/15.

3. The latest PO Note revision identified by the BPN Supplier Portal is effective, and therefore applicable to the Boeing Order as of the revision date of the PO Note, unless otherwise agreed to in writing by the parties for the applicable Order.

4. If Seller does not have BPN Supplier Portal access, Seller shall contact the Boeing Procurement Representative and request the latest PO Note text by specifying the applicable PO Note code

number. Seller shall make such requests quarterly by the dates specified in above paragraph "2". Upon receipt of such request, Boeing will provide the applicable PO Note full text to Seller.

Q46	01 JAN 2021 Note Text Revised
	30 SEP 2017 Note Text Revised
	01 OCT 2011 Note Text Revised
	01 JUL 2010 Note Text Revised
	01 APR 2008 Note Added

[Revision Details](#)

BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS FOR SUPPLIERS, APPENDIX C, FOR
MAINTENANCE, REPAIR AND OVERHAUL SERVICES

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers" and Appendix C, Quality Management Systems - Requirements for Aviation Maintenance Organizations and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to make final determination that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address: <http://www.boeingsuppliers.com/>

W005	01 JAN 2021 Note Text Revised
	01 JAN 2017 Note Added

[Revision Details](#)

Invoice payment requirements:

Payments - payments are made from "original" invoices only. Fax copies, copies of invoice and manually altered invoices or statements are not acceptable and will be rejected. A submission of "Duplicate original" invoices are not permitted without prior approval from Buyer's Authorized Procurement Representative or Accounts Payable.

Payment Terms - determination of payment due date, whether under net or discount terms, will be based on the latest of (i) the date goods are received or services performed; (ii) the date provided in this contract for receipt of goods or completion of services; or (iii) the date an accurate invoice is received in accounts payable, unless otherwise agreed in writing. Payments are not scheduled based upon the date of the invoice. Payment shall be deemed made on the date of the check issued or payment is otherwise tendered.

A. Invoice submittal process:

The following shall apply:

Email Electronic PDF Invoice submittal. The following guidelines apply to this invoicing process and any non-compliance may result in delay of payment:

The Seller must:

1. Submit the invoice and any required supporting documentation in adobe *.pdf format ONLY in accordance to the requirements set forth in Section B of the purchase order note.
2. Invoice must be addressed to BCWAccountsPayable@boeing.com.
3. Invoice must be clearly marked with the statement "Original" or "Certified Original"
4. Only ONE (1) invoice shall be attached to an electronic submittal. (e.g. three separate invoices would require three separate emails)
5. Submit invoice only one time. Multiple submissions of the same invoice may delay payment due to the administrative effort to verify and discard the duplicates.

The Seller must NOT:

1. Mail invoices directly to the AP processor
2. Submit invoices that were already submitted through auto-pay or E-Invoicing.
3. Attach multiple invoices to one electronic submittal.
4. Submit a paper invoice to AP in addition to the electronic invoice
5. Submit an invoice unless a contract or Purchase Order exists that covers the specific scope of work invoiced
6. Submit payment/invoicing inquiries to the invoice submittal mailbox BCWAccountsPayable@boeing.com. This email address is for invoice submittal only.

General Information:

Due to the volume of invoice submittals, it is not practical to provide a receipt confirmation of an invoice submittal. If you receive an error message or non-deliverable message, it is recommended that you resubmit the invoice.

Only with justification will a Seller be permitted to submit hardcopy invoices. To obtain approval to submit hardcopy invoices, you must submit a request with justification to the local email address WPGPAYABLES@BOEING.COM; and if the justification is valid, you will receive a response of approval.

Hardcopy invoices submitted without approval will be rejected and will delay payment.

NOTE: For payment inquiries, please contact Accounts Payable at the following email address:

WPGPAYABLES@BOEING.COM

B. Invoice Requirements - All invoices must contain the following information.

1. The name and address of the supplier, which must match the name and address on the purchase contract, purchase order or release.
2. Unique Invoice number
3. Invoice date
4. Boeing purchase contract number, purchase order number or release. Only one reference is permitted per invoice
5. Boeing purchase contract line item number(s) and description of item included on the invoice.

- 6.Quantity invoiced, which must equal quantity shipped and cannot exceed the quantity ordered.
- 7.Unit of Measure.
- 8.Unit Price, which must agree with the purchase contract, purchase order or release unit price.
- 9.Extended unit price. Each Boeing purchase contract line items must be subtotaled individually before tax, freight or any additional charges, if any.
- 10.Each invoice must include a grand total of all charges on the invoice.
- 11.Payment terms must agree with the purchase contract payment terms.
- 12.Shipping information, which includes shipment number (i.e. waybill number, air bill number etc.), date of shipment and freight carrier.
- 13.Remittance name and address. Name must agree with the company name on the Purchase Contract, Purchase Order or Release.
- Name, title and contact information, include email, phone and mailing address of the person to notify regarding a defective invoice.
-

W210 01 JAN 2021 Note Text Revised
 15 AUG 2020 Note Text Revised
 01 JUL 2015 Note Text Revised
 01 JAN 2015 Note Added

[Revision Details](#)

787 Data Requirements for Drop Shipments of Serialized Parts

Seller shall provide data requirements for products that have components that serialization (as defined by engineering), delivered on behalf of Boeing Winnipeg to a non-Winnipeg address, by completing Boeing Winnipeg Form #5319 and forwarding to Boeing Winnipeg prior to shipment as instructed by the Boeing Procurement Agent. Each serialized part shall be listed on its own form.

W502 01 JAN 2021 Note Text Revised
 01 JUL 2015 Note Text Revised
 01 JAN 2015 Note Added

[Revision Details](#)

Tooling Fabrication Terms and Conditions (to support Supplier Tooling Requirements)

1. TITLE. Legal title to all accountable Tooling manufactured or purchased by Seller in performance of this Purchase Order shall be retained by Seller as security for the payment of the price thereof and retained thereafter unless and until Boeing shall request the transfer of such Tooling to Boeing or any third party hereafter provided. Subject to the following provisions of this code note, Seller is hereby authorized to use such Tooling only in the performance of Purchase Orders for Boeing. Boeing may, at its discretion, (a) remove Tooling from Seller's possession or require Seller to deliver the Tooling to Boeing or any third party or (b) direct Seller to use any such Tooling or take any other action with respect to such Tooling that could be taken by the absolute owner thereof, including without limitation

the power to divest Seller of legal title to such Tooling and to transfer such title to Boeing or to any other party. If any action taken by Boeing pursuant to this paragraph causes an increase in the cost of, or the time required for the performance of any part of the work under any order, an equitable adjustment shall be made in the contract price or delivery schedule, or both, pursuant to the Changes clause of the terms and conditions governing this Purchase Order.

2. TAXES. Unless specifically stated in the Purchase Order or associated documents, Seller shall pay all present and future taxes arising in connection with this Purchase Order and all such taxes shall be deemed to be included in price listed on this Purchase Order. Seller agrees that for income tax purposes, Boeing shall be entitled to claim all investment tax credit and depreciation with respect to all tooling based on its equitable interest in such property and regardless of the fact that it may not have legal ownership or legal title in the tooling and other eligible property.

3. ASSIGNMENT. Seller agrees that Boeing may unilaterally assign all or any part of its rights and obligations, including its title to or any interest in the property under this Purchase Order, to an affiliate of Boeing and/or subsidiary of The Boeing Company provided that Boeing unconditionally guarantees to Seller that notwithstanding such assignment, Boeing shall perform all of the agreements, duties and obligations imposed on Boeing by this Purchase Order.

4. SELLER'S QUALITY REQUIREMENTS

Seller must comply with the requirements of Boeing Tooling Document D33200 when fabricating Boeing or Boeing Customer-owned tools. All quality checks, verifications and records shall be retained by the Seller and presented upon request per D33200. These quality records shall support the validations of the Seller's Quality Manager and an officer of the Seller. These signatures will serve to validate the compliance statement(s) on the certified tool list.

- (A) Tool Fabrication. Each Tool shall have a tool fabrication work order referencing all or some of the following as applicable: specific tool fabrication instructions, dataset, drawing, and any other coordinating media. Seller's inspection stamp shall be affixed to indicate compliance and acceptance of completed tool.
- (B) Manufacturing Records. Seller's manufacturing plan shall provide traceability for verification of need, function and usage for each Tool listed on the certified tool list.
- (C) Design Records. Seller's quality system shall ensure the maintenance of one reproducible design record, with the exception of non-design tools.
- (D) Tool Designs. Tool designs shall be governed by the requirements of Boeing Tool Design Document D33011-0, engineering drawings, or equivalent approved standards. Seller's quality system shall ensure that all Tool designs are governed by Boeing Tooling standards. Seller's quality system shall ensure all Seller's tool designs have been approved by the Boeing Procurement Agent's Tool design organization.
- (E) Record Requirements. Seller shall perform progressive inspections on features of the tool that cannot be inspected after tool is completed. Seller shall retain all progressive inspection records in the tool history record file.
- (F) Identification of Accountable Tools. Seller's quality system shall verify all Tools are identified in compliance with Boeing Document D33181-40. No Tool will be considered complete that is not properly

identified. Tool must have Seller's quality acceptance stamp (permanent) on Tool and quality acceptance stamp on Tool fabrication order. It is Seller's responsibility to assure that the Tooling has produced acceptable product. Seller's quality system shall verify acceptable product has been produced by a Tool and affix quality acceptance stamp in Tool try-out space. If Tool try-out is not required, stamp "N.R." beside inspection acceptance stamp.

(G) Certified Tool List (CTL). Seller's quality system shall verify the completeness and accuracy of each Tool on the CTL using Boeing Winnipeg form #5482. Seller's Quality Assurance manager shall sign and/or use their quality acceptance stamp to validate compliance to all D33200-1 requirements as stated on the CTL. An officer of the Seller must also sign the CTL.

(H) Tool History Records. Tool History Records are maintained to document tool rework, repair, or maintenance of Category III Tools after fabrication has been accepted. Seller is to notify the Boeing Procurement Agent prior to any rework, repair, or maintenance of Category I and II tools. Seller's quality system shall verify the work specified on the Purchase Order is complete. Seller shall have a tool rework order. To show specific rework instructions have been completed, Seller's quality acceptance stamp shall be affixed to the tool rework order and rework record tag per tooling manual D33181-40. Seller's quality system shall verify the accuracy and completeness of tool rework records prior to presenting to Boeing's Supplier Quality representative for validation.

A48	01 OCT 2020 Note Text Revised	Revision Details
	15 AUG 2020 Note Text Revised	
	01 JAN 2002 Baseline Note	

First Lot Deliveries:

Seller will provide to Boeing's Procurement Representative concurrent with order acknowledgement a "First Lot Manufacturing Flow Chart" describing all major operations showing planned start and completion dates. Seller will regularly update said chart to show progress against and completion of events to ensure on-time delivery.

B100	01 OCT 2020 Note Text Revised	Revision Details
	15 AUG 2020 Note Text Revised	
	19 MAY 2017 Note Text Revised	
	01 OCT 2016 Note Added	

For all purchase contracts (PC) and purchase orders (PO), as directed by Boeing, Seller shall provide status on all purchase order delivery schedules utilizing the Boeing Open Order Tracking System (BOOTS). Seller shall validate and confirm status on all open POs that are due within the next 30 days. In addition to any other communication or coordination required by Boeing, Seller shall update BOOTS within 24 hours for any delivery that Seller suspects or knows will be late to the PO delivery date and will status all delinquent POs in BOOTS daily unless otherwise directed by Boeing.

H50

01 OCT 2020 Note Text Revised
01 APR 2002 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

Notwithstanding the provisions of the termination for convenience clause of the PO terms and conditions as to the filing of termination claims, Seller waives any and all right to any termination claim arising from the termination notice dated ***** ; unless Seller has filed a termination claim with Boeing within 180 days from the date specified in the termination wire or within such further time as may be agreed to in writing by the parties whether agreed to before or after the time above indicated. If Seller fails to file its termination claim within the time specified above, Seller thereby waives its rights to assert a claim and thereupon releases and relieves Boeing of any cost, charges, or liabilities.

If a claim is to be submitted, it should be addressed as follows:

Boeing Commercial Airplanes
PO Box 3707
Seattle, Washington, 98124
Attention: Procurement Agent *****
M/C *****

Q09

01 OCT 2020 Note Text Revised
15 AUG 2020 Note Text Revised
01 OCT 2016 Note Text Revised
01 OCT 2015 Note Text Revised
01 OCT 2014 Note Text Revised
01 JAN 2014 Note Text Revised
01 APR 2011 Note Text Revised
01 APR 2009 Note Text Revised
08 JUL 2004 Note Text Revised
01 JUL 2004 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

Seller shall maintain, and have available on a timely basis, quality records traceable to the conformance of product/part numbers delivered to Boeing. Seller shall make records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for calendar year + 10 years from the date of shipment under each applicable order for all product/part numbers unless otherwise specified on the order.

At the expiration of such period set forth above and prior to any disposal of records, Seller will notify Boeing of records to be disposed of and Boeing reserves the right to request delivery of such records. In the event Boeing chooses to exercise this right, Seller shall promptly deliver such records to Boeing at no

additional cost on media agreed to by both parties.

Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts related to the Products/Part Numbers. Supply Chain shall mean network of material, equipment, information, and services integrated into products and services for the ultimate customer.

Q32 01 OCT 2020 Note Text Revised
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 01 JAN 2002 Baseline Note

[Revision Details](#)

Enclose objective evidence (I.E. Certified metallurgical or physical test reports, where required by controlling specifications), along with dimensional data and functional test data, as applicable, with the first shipment only of drop shipped product to another Boeing supplier. Enclose the recorded/required data on appropriate first article inspection report/forms.

Q37 01 OCT 2020 Note Text Revised
 15 AUG 2020 Note Text Revised
 01 OCT 2004 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

Seller's FAA production certificate provides for and governs the quality system and airworthiness certification requirements for Sellers proprietary engine components.

Q47 01 OCT 2020 Note Text Revised
 15 AUG 2020 Note Text Revised
 18 MAY 2017 Note Text Revised
 01 OCT 2015 Note Text Revised
 01 JUL 2015 Note Text Revised
 01 OCT 2012 Note Added

[Revision Details](#)

Maintenance, Repair, Overhaul, FAA regulated and certificated requirements special process documentation & verification records.

Seller's certificated repair station is required to keep documented objective evidence in the form of records as part of the maintenance, repair and overhaul statement of work per Boeing of other OEM repair data for the following:

1) VERIFIABLE DOCUMENTED OBJECTIVE EVIDENCE OF:

- a) Pyrometric certification and controls of ovens, autoclaves and other pyrometric equipment used for processing of parts, i.e., post plate baking, stress relieving, heat blanket repair and autoclave processing.
- b) Equipment being calibrated over the range of usage for the equipment.
- c) Periodic tool inspection for assembly tools to assure tool fitness for use and configuration.

2) VERIFIABLE DOCUMENTED OBJECTIVE EVIDENCE THAT:

- a) The required and actual data for chemical and temperature control requirements for chemical process solutions used during chemical processing and plating of product during repair and overhaul activities were within acceptable ranges during processing i.e. anodizing, chemical treatment of aluminum, cadmium plating, chrome plating, nital etch, rinse tanks etc.
- b) The required and actual process acceptance criteria and testing that verify necessary processes were accomplished and within required repair data parameters during repair and overhaul of parts, i.e., hydrogen embrittlement testing using notched tensile specimens, Boeing plating porosity meter, adhesion testing, hardness testing, corrosion testing, appearance, etc.
- c) Specified coating thickness for organic and inorganic coating post process are directly measured and within acceptable ranges as defined by repair data, i.e., chrome plate thickness, cadmium plating thickness, paint thickness, etc.
- d) Adhesion testing (dry, wet or solvent tape adhesion testing) is required for all applications of organic coatings (primer, topcoat or surfaces) on metallic or Non-metallic substrates per SOPM, D6-5000 (Special Commercial Airplane Company finish codes or F-Codes) or BAC/BSS Specification requirements. When no requirement is specified for application of organic coating in the SOPM or CMM Reference, the BAC/BSS Reference or D6-5000 finish code requirements will be used for testing of organic coating adhesion.

3) VERIFIABLE DOCUMENTED OBJECTIVE EVIDENCE OF REQUIRED AND ACTUAL REPAIR DATA FOR METAL CONDITIONING AND MACHINING INCLUDING:

- a) All shot peen required and actual parameters (manual and automated) as well as demonstration of intensity and saturation curves.
- b) All alloy steel and chrome grind required and actual parameters including grinding machine identification, wheel material information (material type, grit size, hardness, bond and structure), feeds (cross, down), speeds (wheel and work), and records of required periodic wheel dressing.
- c) Stress relieve oven identification as well as records of times and temperatures.
- d) Records of testing for heat damage post machining or grinding including method used and result of inspection.

4) VERIFIABLE DOCUMENTED OBJECTIVE EVIDENCE OF REQUIRED AND ACTUAL REPAIR DATA FOR NON-METALLIC (COMPOSITE & ADHESIVE) REPAIRS AND MODIFICATIONS INCLUDING:

- a) Parts and materials used in repair or modification,
- b) 'Out Time' Records for materials that demonstrate that time and temperature records from 'Out Time' until cure are within material data requirements supplied by repair and or material OEM,
- c) Composite ply lay-up and orientation,

- d) Documented location and size of composite repair,
- e) Pre cure processing of composite repair (compaction and/or debulk),
- f) Cure time, temperatures, pressures and vacuum parameters and post cure inspection data including composite repairs, adhesive application requiring room temperature or elevated cures with or without vacuum pressure.

If composite repairs are carried out for this purchase order, Section 4 above, also outlined in the D6-86065, is required. Additionally, a plan must be in place within 3 months for full compliance to the requirements of D6-86065, with an implementation date not to exceed 18 months.

5) VERIFIABLE DOCUMENTED OBJECTIVE EVIDENCE OF REQUIRED AND ACTUAL INSPECTION PROCESS PARAMETERS AND METHODS FOR NON DESTRUCTIVE TESTING (NDT) INSPECTIONS AND THE RESULTS OF THOSE INSPECTIONS.

6) VERIFIABLE OBJECTIVE EVIDENCE OF SELLER'S ABILITY TO ACCESS AND REVIEW BOEING AND BOEING'S AGENTS PURCHASE ORDER NOTES AND REQUIREMENTS.

Boeing requires that the provisions/requirements set forth above be included in seller's direct supply contracts (contracted maintenance) as well as the obligation that they be flowed to the sub-tier supply chain. For purpose of this note, supply chain shall mean seller's complete network of materials, equipment, information and services integrated into products and services. It focuses on direct and lower tier suppliers.

Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records as stated in the Q09 clause of this purchase order.

Q60

01 OCT 2020 Note Text Revised
15 AUG 2020 Note Text Revised
01 OCT 2004 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

The Seller shall include with each shipment two copies of the results of the lot, batch or item acceptance tests required by the applicable specification. Test reports shall include control identity (e.g., heat, lot, batch, serial number) of material/item tested, actual values when applicable, and shall be signed by the Sellers authorized agent. The report shall establish the quantity of material/items associated with each traceability number shipped. Place one copy with the shipping documentation and one copy on the inside of the shipping container.

Q91 01 OCT 2020 Note Text Revised
 15 AUG 2020 Note Text Revised
 01 JAN 2008 Note Text Revised
 01 OCT 2007 Note Text Revised
 01 OCT 2004 Note Text Revised
 01 JAN 2004 Note Added

[Revision Details](#)

For Boeing source acceptance the Boeing Quality representative will sign the statement.

Seller is granted direct ship authorization by Boeing for parts shipped on this order only.

THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON ALL SHIPPING DOCUMENTS:

It is hereby certified that (A) The parts and/or materials reflected herein were conformed in accordance to Federal Aviation Administration approved manufacturing and quality control systems/methods as set forth in FAA Production Certificate NO. 700 issued to The Boeing Company. AND (B) Such parts and/or material are new and in an airworthy condition.

SIGNED:

TITLE:

[A02](#) Revised Note [View Changes](#)
[A05](#) Suspended Note
[A103](#) Suspended Note
[A106](#) Revised Note [View Changes](#)
[A107](#) Revised Note [View Changes](#)
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[A99](#) Revised Note [View Changes](#)
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(3)

A02	15 AUG 2020 Note Text Revised 22 JUN 2015 Note Text Revised 09 MAY 2015 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(4) Invoice submittal is required for Cost Items, Special Charges, and when "Pay from Receipt" (Self-Billing) is not established. Invoices should be emailed to: bcaaplInvoices@exchange.Boeing.com
 One invoice per attachment, in TIF or PDF format.

(5)

A106	15 AUG 2020 Note Text Revised 01 JAN 2004 Note Added	Revision Details
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(6) Manufacture per Seller Specification Plan as identified by Boeing.

(7)

A107 15 AUG 2020 Note Text Revised
 01 JAN 2004 Note Added

[Revision Details](#)

(8) Manufacture per Specification Plan for Outside Production (SPCO) as identified by Boeing.

(9)

A108 15 AUG 2020 Note Text Revised
 01 JAN 2014 Note Added

[Revision Details](#)

(10) Manufacture per Manufacturing Specification (MSPEC) as identified by Boeing.

(11)

A16 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(12) Raw material during the term of this agreement, Seller shall procure from Boeing (or its designated service provider who will act on behalf of Boeing) all raw material of the commodity type specified on the exhibit entitled "Commodity Listing and Terms of Sale" necessary to support any order issued pursuant to this agreement. From time to time, Boeing may amend the exhibit entitled "Commodity Listing and Terms of Sale" by adding or deleting commodity types.

Any such amendment shall be subject to any clause entitled "Changes", provided that Seller shall take no action to terminate its existing Supply Agreements when such termination would result in an assertion for an adjustment until the Seller has received approval from Boeing. The provision of any raw material by Boeing to Seller shall be according to Boeing's Standard Terms of Sale, a copy of which is included in the exhibit entitled "Commodity Listing and Terms of Sale". Boeing shall advise Seller of any designated service provider to be used at the time the order is issued. *****TERMS OF SALE*****

PARTIES: The Seller is the Boeing Company, acting through its agent, TMX. The customer is a Boeing subcontractor, at any tier, who is manufacturing a product in support of a Boeing requirement. SALES: All materials to be furnished by Seller are to be within the limits and the sizes published by Seller and subject to Seller's standard tolerances for variations. Seller will warrant that all materials to be supplied will conform to the descriptions contained herein and on the face of the purchase order and that Seller will convey good title to any such materials free from any security interest, or other lien or encumbrance held by any other party and unknown to the customer. There is no warranty of merchantability or fitness and Seller will make no other express or implied warranties except as stated herein. Seller will not be liable for any incidental or consequential damages for any breach of warranty, express or implied. Seller's liability and the customer's sole and exclusive remedy will be limited at Seller's option either to (a) return of the materials and repayment of the purchase price, or (b) replacement of nonconforming materials upon return thereof to Seller. The customer shall be required to notify Seller in writing of any claim of breach of warranty and no materials shall be returned to Seller by the customer without Seller's consent. ***PAYMENT TERMS***: The following payment processes will be followed for material sold to customer by Seller. All payments shall be in

United State dollars. DEBIT PROCESS: The debit process will be used in all circumstances where the customer has an account with the Seller. The amount due is the quantity shipped multiplied by the unit price, plus the price for any value added service. The amount due will be collected by the Seller's applying a debit to the customer's account. Payment is due on the Net thirtieth (30th) day from the scheduled delivery date. The debit will be applied to the Seller's account on the payment due date. If the debit amount exceeds the amount outstanding on the customer's account, the customer will remit to the Boeing Company the amount due beyond the debit payment due date. INVOICE PROCESS: The invoice process will be used for customers not currently making direct sales to Boeing and foreign countries governed by MITI laws and regulations (currently Australia, Brazil, China, India, Japan, and Korea) the amount due is the quantity shipped multiplied by the unit price, plus the price for any value added services. Payment is due on the Net thirtieth (30th) day after the date of Seller's invoice, which shall be issued on the day following the date of shipment. LATE PAMENT CHARGES: Payments due Seller representing undisputed charges for material and services that are not paid within forty-five (45) days after the date of Seller's invoice or within fifteen days after any remittance due to Seller under the debit process will be subject to a late payment charge. Such charge will be computed monthly using an annual rate of interest publicly announce by Citibank N.A. New York, New York, as its prime rate in effect on the fifteenth (15th) day of the month, as adjusted month to month, plus two percent (2%). Such rate will be applied on the basis of a 365 day year against the undisputed past due amount, commencing on the forty-sixth (46th) day (or 16th day in the debit process) after the invoice date and continuing until payment is received by Boeing. DEBIT/INVOICE DISPUTE PROCEDURE: Customer may dispute payment amounts due provided that (1) customer contacts Seller within 25 days of the date of the debit/invoice, (2) customer provides a complete reason as to the dispute. If the action is Seller's to resolve, late payment charges will not be assessed on items that are under dispute. Once a dispute has been resolved, payment terms will be Net 30 days from the date of resolution. FAILURE TO PAY: In the event customer fails to make payments when due, Seller reserves the right to assert whatever remedies it may have under law, including setoffs against amounts due from Seller to customer on other contracts. In such an event, Seller may, with respect to future orders, require full payment in advance or otherwise alter the terms of payment specified earlier. *****COMMODITY LISTING*****: Aluminum flat rolled products includes all aluminum sheet, all aluminum plate, wing plate, and body skins. Small and intermediate aluminum extrusion includes all aluminum extrusion with a ten inches circle size or less. Titanium includes all wrought and un-wrought titanium mill products.

(13)

A17

15 AUG 2020 Note Text Revised

[Revision Details](#)

01 OCT 2015 Note Text Revised

01 APR 2009 Note Text Revised

01 JAN 2006 Note Added

(14) In performing the obligations of this agreement, both parties will comply with United States export control and sanctions laws, regulations, and orders, as they may be amended from time to time, applicable to the export and re-export of goods, software, technology, or technical data ('items') or services, including without limitation the Export Administration Regulations ('EAR'), International Traffic in Arms Regulations ('ITAR'), and regulations and orders administered by the Treasury Department's Office of Foreign Assets Control (collectively, 'Export Control Laws'). A) The party conducting the export shall be responsible for obtaining the required authorizations. B) The party conducting the re-export shall be responsible for obtaining the required authorizations. Each party shall reasonably cooperate and exercise reasonable efforts to support the other party in obtaining any necessary licenses or authorizations required to perform its obligations under this agreement. C) The party providing any items under this agreement shall, upon request, notify the other party of the items' Export Control Classification Numbers ('ECCNs') as well as the ECCN of any components or parts thereof if they are different from the ECCN of the item at issue. D) Each party represents that (i) the items, and the parts and components thereof, it is providing under this agreement are not 'defense articles' as that term is defined in 22 C.F.R Sub-Section 120.6 of the ITAR, and (ii) the services it is providing under this agreement are not 'defense services' as that term is defined in 22 C.F.R. Sub-Section 120.9 of the ITAR. The parties acknowledge that this representation means that an official capable of binding the party providing such items knows or has otherwise determined that such items, and the parts and components thereof, are not on the ITAR's Munitions List at 22 C.F.R. Sub-Section 121.1. Each party agrees to reasonably cooperate with the other in providing, upon request of the other party, documentation or other information that supports or confirms this representation. E) To the extent that such items, or any parts or components thereof, were specifically designed or modified for a military end use or end user, the party providing such items shall notify the other party of this fact and shall also provide the other party with written confirmation from the United States Department of State that such items, and all such parts or components thereof, are not subject to the jurisdiction of the ITAR. Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, supply chain shall mean Seller's direct network of Sellers providing material, equipment, information, and services integrated into products and services.

(15)

A18 15 AUG 2020 Note Text Revised
 11 AUG 2016 Note Text Revised
 01 AUG 2016 Note Text Revised
 01 JUL 2004 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(16) Seller agrees not to make any change in materials, processes or design details of the part after Boeing qualification or approval without written approval from Boeing. This shall include changes in materials, processes or design details by subcontractors. In addition to these

changes, changes which would affect the part or any component part thereof with regard to (a) part number identification, (b) physical or functional interchangeability, and (c) repair and overhaul procedures and processes and material changes which affect these procedures without prior written approval of Boeing is prohibited. If such approval is granted, all part numbers and the originals of all drawings or data shall be revised and provided to Boeing accordingly. Seller will ensure subcontracts include the above requirements for Seller part numbered items, whether such equipment is supplied to Seller as an end item or as a component part of an end item.

(17)

A21	15 AUG 2020 Note Text Revised	Revision Details
	02 APR 2016 Note Text Revised	
	01 APR 2016 Note Text Revised	
	18 APR 2015 Note Text Revised	
	16 APR 2015 Note Added	

(18)For Sellers who were previously paid on twice-monthly payment runs, payments will be due Net 90 days from the payment trigger as specified in the payment section in the applicable supply agreement.

(19)

A22	15 AUG 2020 Note Text Revised	Revision Details
	30 SEP 2017 Note Text Revised	
	28 JUL 2017 Note Added	

(20)Payments will be due Net 90 days from receipt of product at its final destination.

(21)

A46	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2002 Baseline Note	

(22)Boeing or its designee is granted exclusive use of all tooling established on this order; notwithstanding, any provision of parts orders providing Seller a legal excusable delay. If Seller fails to produce forgings or to provide for production of forgings to reasonable requirements of Boeing due to act of God or work stoppage due to labor dispute, then Seller shall, on request of Boeing, transfer tools to a Supplier designated by Boeing with possessory interest to Boeing.

Such transfer will be only for time necessary to satisfy urgent needs of Boeing and/or for duration of Seller incapacity. Transfer of tools and possessory interest as provided herein shall be made at no expense to Boeing except for actual packing and shipping costs and refurbishment necessary for renewal of production after return of transferred tools. In event of permanent cessation of business by Seller, in whole or in part, of forgings made from these tools, tool title shall be transferred to Boeing or its designee at no charge and tools will be shipped at packing and shipping costs.

(23)

A48 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(24)First Lot Deliveries:

Seller will provide to Boeing's Procurement Representative concurrent with order acknowledgement a "First Lot Manufacturing Flow Chart" describing all major operations showing planned start and completion dates. Seller will regularly update said chart to show progress against and completion of events to ensure on-time delivery.

(25)

A56 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(26)Seller will have the risk of loss of and responsibility for property owned by Boeing in Seller's possession. Seller will keep all such property free from liens and encumbrances and will not commingle such property with the property of Seller or others. Seller will give a status report on such property to Boeing upon Boeing's request.

(27)

A60 15 AUG 2020 Note Text Revised
 01 JUL 2010 Note Text Revised
 01 JAN 2009 Note Added

[Revision Details](#)

(28)The Boeing Company General Provisions GP1 effective on the date of this purchase order shall apply to and is hereby incorporated into this order by reference as though set out in full text. The GP1 contract terms are located at <http://www.BoeingSellers.com/TaC.htm>.

(29)

A61 15 AUG 2020 Note Text Revised
 01 JAN 2016 Note Added

[Revision Details](#)

(30)The Boeing Company General Provisions GP2 Form, "Fixed Price Services Contract", effective on the date of this purchase order shall apply to and is hereby incorporated into this order by reference as though set out in full text. GP2 supersedes, the incorporated reference to the GP1 Form, "Fixed Price Goods Contract", in the applicable purchasing systems. The GP2 contract terms are located at <http://www.boeingsuppliers.com/TaC.htm>.

(31)

A68 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(32)SUBJECT TO SIGNED TERMS AND CONDITIONS *(SPB/GTA, BSCA: Signed and negotiated agreement)*, Dated *(Date of signed agreement)*

(33)

A75 15 AUG 2020 Note Text Revised
 01 OCT 2011 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(34)Seller is required to reply/accept the Boeing Electronic Purchase Contract (where applicable) and return it to the Procurement Agent within three (3) business days of receipt. If no response is received within three (3) business days, the Purchase Contract is deemed accepted by the Seller.

Seller will accept the Boeing Purchase Order (discrete, blanket, transactional, or standalone, etc.) in the Boeing approved ordering/platform system (e.g., Exostar) within three (3) business days of posting to the platform. If no response is received within three (3) business days, the Purchase Order is deemed accepted by the Seller.

The foregoing shall not apply with regard to orders deemed accepted in accordance with the underlying Seller agreement.

(35)

A77 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(36)This property is purchased by Boeing capital and program equipment for use directly in a manufacturing operation within the State of Washington and is exempt from Washington State and Local Sales or Use Tax; Tax Registration No. 178.005.030

(37)

A98 15 AUG 2020 Note Text Revised
 01 OCT 2015 Note Text Revised
 02 FEB 2012 Note Added

[Revision Details](#)

(38)In addition to the provision set forth in the Code of Basic Working Conditions and Human Rights in the contract, Seller further commits that any material violation of law by Seller relating to basic working conditions and human rights, including laws regarding slavery and human trafficking, applicable to Seller's performance under this Contract/ Agreement may be considered a material breach of this Contract/Agreement for which Boeing may elect to cancel any open Orders between Boeing and the Seller, for cause, in accordance with the provisions of this Contract/Agreement, or exercise any other right of Boeing for an Event of Default under this Contract/Agreement. Seller shall include the substance of this clause, including this flow down requirement, in all subcontracts awarded by Seller for work under this Contract/Agreement.

(39)

A99 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(40) Seller agrees that Boeing will have the right to make copies of all technical data provided to Boeing under this contract, whether or not copyrighted for Boeing internal use only without further Boeing obligation or liability, technical data shall include but not be limited to drawings, parts lists, maintenance and training materials.

(41)

APM51 15 AUG 2020 Note Text Revised
 26 FEB 2018 Note Text Revised
 01 JAN 2018 Note Text Revised
 01 APR 2014 Note Text Revised
 01 JUL 2006 Note Text Revised
 01 JUL 2002 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(42) Parts that are direct shipped from (Seller to customer, i.e. FAA Approved Overhaul/Repair Stations and Modification Centers) or drop shipped from Seller to Seller, require that upon shipment the pack slip and supporting freight documents be routed directly to the relevant BGS (Boeing Global Services) or BCA (Boeing Commercial Airplanes) Direct Ship Group.

BCA Direct/Drop Ship Orders:

A. Email applicable documents in PDF Format to directshipauditdesk@Boeing.com

BGS SAP ECC Purchasing Organization 5005 Direct Ship Purchase Orders:

A. Email applicable documents in PDF Format to 787directshippackslipdesk@boeing.com OR

B. MAIL TO:
ATTENTION: DCS-ARS
Boeing Global Services
PO Box 3707 M/C 89-32
Seattle Washington 98124-2207

(43)

APM52 15 AUG 2020 Note Text Revised
 01 JAN 2018 Note Text Revised
 30 MAY 2017 Note Text Revised
 22 JUN 2015 Note Text Revised
 31 JUL 2014 Note Text Revised
 01 OCT 2013 Note Text Revised
 01 JUL 2013 Note Text Revised

[Revision Details](#)

01 JAN 2005 Note Text Revised
01 APR 2002 Note Text Revised
01 JAN 2002 Baseline Note

(44) Certified Tool List should be emailed to: SMPTT@exchange.Boeing.com or mailed to:
Boeing Commercial Airplanes C/O Supplier Management Tool Accountability M/C 074-50
P.O. Box 3707 Seattle, WA. 98124-2207.

Invoices should be emailed to: bcaapInvoices@exchange.Boeing.com along with Accounts
Payable/Payment Services correspondence

One invoice per attachment, in tif or pdf format.

(45)

APM53	15 AUG 2020 Note Text Revised	Revision Details
	22 JUN 2015 Note Text Revised	
	01 OCT 2013 Note Text Revised	
	01 JAN 2005 Note Text Revised	
	01 JAN 2002 Baseline Note	

(46) Certified Tool List should be mailed directly to the Boeing procurement representative and the
mail code as referenced on this document, addressed to:
Boeing Commercial Airplanes
P.O. Box 3707 Seattle, WA 98124-2207

Invoice should be emailed to: bcaapinvoices@exchange.Boeing.com along with Payment
Services Correspondence

One invoice per attachment, in tif or pdf format.

(47)

B01	15 AUG 2020 Note Text Revised	Revision Details
	30 SEP 2017 Note Text Revised	
	01 JAN 2002 Baseline Note	

(48) For BCA POs, Shipments more than 3 days in advance of scheduled dates covering specified
quantities are permissible only if authorized by Boeing.

(49)

B100	15 AUG 2020 Note Text Revised	Revision Details
	19 MAY 2017 Note Text Revised	
	01 OCT 2016 Note Added	

(50) For all BCA purchase contracts (PC) and purchase orders (PO), as directed by Boeing, Seller shall provide status on all purchase order delivery schedules utilizing the Boeing Open Order Tracking System (BOOTS). Seller shall validate and confirm status on all open POs that are due within the next 30 days. In addition to any other communication or coordination required by Boeing, Seller shall update BOOTS within 24 hours for any delivery that Seller suspects or knows will be late to the PO delivery date and will status all delinquent POs in BOOTS daily unless otherwise directed by Boeing.

(51)

B101	15 AUG 2020 Note Text Revised	Revision Details
	25 JUN 2019 Note Text Revised	
	01 JUN 2019 Note Added	

(52) For this BGS order, Seller may deliver this part when it is complete and ready but no later than the delivery date on the contract. Notwithstanding anything to the contrary elsewhere in this contract, the payment-due date for deliveries made in accordance with this clause shall be computed from the latest of the actual delivery date, or the date of receipt of correct invoice (if applicable).

(53)

B13	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2002 Baseline Note	



(54) Shipments of production articles against this purchase order are to be made in accordance with the latest galley/seat waterfall schedule, as may be revised from time to time.

(55)

B14	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2002 Baseline Note	

(56) On the day of shipment, Seller will notify Boeing of direct ship information. Notification shall include the following as applicable:

1. Part number and description
2. Customer purchase order number
3. Customer code
4. Ship date
5. Quantity shipped
6. Boeing purchase order number
7. Pack sheet and/or invoice number
8. Airway bill and carrier name
9. SIS number
10. Serial number

The Seller must enter shipping information for all orders into the direct ship application of spares Seller link (when entering url - please do so in lower case letters only): (<https://bpn.Boeing.com>) or contact the Boeing procurement representative directly by phone. For AOG orders only: if the Seller is unable to make input into direct ship application of spares Seller link or advise the Boeing procurement representative directly by phone, Seller must promptly telephone or fax the AOG desk directly using the following telephone numbers: AOG desk telephone: (206) 662-5809  AOG desk fax number: (206) 662-6087  The Seller should not contact the AOG desk for non-AOG orders. In the event there is any change in the committed schedule, whether part is shipping early or late, the Seller must notify the procurement representative with a revised schedule immediately.

(57)

B17 15 AUG 2020 Note Text Revised
 22 MAY 2014 Note Added

[Revision Details](#)

(58)Boeing Global Services (BGS) of The Boeing Company is the U.S. Principal Party of Interest (USPPI) for these export shipments. U.S. Foreign Trade Regulations require the USPPI to file Electronic Export Information (EEI) in the Automated Export System (AES) regardless of which party is responsible for transportation arrangements and costs. To meet this requirement, the USA Seller shall send electronic copies of their Packing Slip or other agreed upon method of transmission to The BGS Supply Chain Logistic (SCL) department at email address: directshipgoldcare@Boeing.com. Furthermore, the USA Seller shall provide an electronic copy of the FAA 8130 or applicable Airworthiness Certificate to be used for non-US Customs Clearance. For Boeing paid transportation, Boeing will be responsible for contacting freight forwarder and making freight arrangements. Sellers are not to make integrated carrier (e.g. FedEx, UPS or DHL) or freight forwarder arrangements. For Seller paid transportation, the BGS SCL must obtain routing details from Seller's freight forwarder prior to releasing export clearance documentation due to required AES reporting considerations. Seller will comply with the requirements set forth in the following document:
http://www.boeingsuppliers.com/supplier_portal/sri.html

(59)

B25 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(60)Make no shipment against this purchase order.

(61)

B41 15 AUG 2020 Note Text Revised
 01 APR 2006 Note Text Revised
 01 JAN 2004 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(62)For purposes of clearance through United States Customs, when instructed by the Boeing procurement representative to ship via 'surface," mark bill of lading 'ship in bond to Seattle, Washington, U.S.A. For customs clearance. upon arrival, notify Danzas Air and Ocean, Seatac, Washington. When instructed to ship via "premium," mark the air bill documents 'ship In Bond to Seattle, Washington, U.S.A. For customs clearance. upon arrival, notify Danzas Air and Ocean, Seatac, Washington.

(63)

B59 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(64)*(WARRANTY CLAIM NUMBER)*, *(AIRLINE CUSTOMER)*, *(AIRPLANE)*, *(FLIGHT HOURS)*, *(R/T NO.)*. Two copies of all rework performed must accompany shipment. Data to be included: (1) List of parts replaced; (2) Deviations from overhaul manual, drawings or specifications; (3) MRB Departures ;(4) Authorized options used.

(65)

B88 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(66)Notwithstanding the provisions of the termination for convenience clause, Boeing has the right to cancel, without charge, one or more of the scheduled shipping quantities provided notice is given *(Number of Days)* in advance of the shipping date of the schedule quantity or quantities to be cancelled

(67)

B89 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(68)Notwithstanding the provisions of the changes and termination for convenience clauses, Boeing has the right, without cost or change to increase or decrease total quantity on order and to reschedule the quantities to be shipped at any one time, provided such increase or decrease is not more than *(Percentage)* percent of the total quantity on order prior to this change and notice is given *(number of days)* days in advance of the first shipping date to be changed.

(69)

B91 15 AUG 2020 Note Text Revised
 01 OCT 2007 Note Added

[Revision Details](#)

(70)Seller must provide, with each container shipped under this applicable order, an Advance Shipping Notice (ASN). For each container shipped, Seller must provide two (2) readable copies of the ASN barcode as follows:

- a. One (1) copy is to be securely affixed to the outside of each container.
- b. One (1) copy is to be loose inside each container

For those Sellers that do not have Exostar access, please see PO Note C65 for instructions

Non-conforming shipments are subject to rejection and repackaging at Seller's expense.

Instructions and guidelines related to the ASN process can be found at the following web locations:

Exostar Boeing Supply Chain Platform (BSCP):

<https://my.exostar.com/display/te/bscp+downloadable+guides>

Exostar 787 Supply Chain Management Platform (SCMP):

<https://my.exostar.com/display/TE/Boeing+787+SCMP>

or <https://my.exostar.com/display/TE/787+SCMP+Downloadable+Guides>.

(71)

C28	15 AUG 2020 Note Text Revised	Revision Details
	01 OCT 2015 Note Text Revised	
	22 JUN 2015 Note Text Revised	
	16 APR 2015 Note Text Revised	
	01 APR 2015 Note Text Revised	
	01 JAN 2011 Note Text Revised	
	01 JUL 2007 Note Text Revised	
	01 JUL 2004 Note Text Revised	
	01 JAN 2002 Baseline Note	

(72)The pack slip is the document required for receipt/payment processing. In order to facilitate processing of the receipt and subsequent payment, the following information (when applicable) must be referenced on every pack slip: 1. Seller's name, address and phone number, 2. Boeing purchase order number, 3. date parts shipped, 4. total quantity shipped and the quantity in each container, 5. part number shown on the purchase order, 6. bill-of-lading (required on direct shipments), 7. legible pack slip number, 8. description/nomenclature, 9. Boeing purchase order item number and/or position number, 10. unit of measure, 11. sold to and/or ship to as applicable, 12. warranty data and certification data as applicable, 13. Boeing non-conformance record (NCR) number (if applicable), 14. identify optional material used, if applicable (if parts are made from cast material or are welded parts that require x-ray inspection, two copies of the inspection report must be included with the parts shipped to Boeing per BSS 7041.), 15. serial number(s), as applicable.

(73)

C29	15 AUG 2020 Note Text Revised	Revision Details
	01 JUL 2017 Note Text Revised	
	01 OCT 2015 Note Text Revised	

01 OCT 2006 Note Text Revised

01 JAN 2002 Baseline Note

(74)A. On the unit container: 1. Seller's name, 2. Seller's part number, 3. Boeing part number, 4. part name, 5. Boeing purchase order number, 6. quantity of parts in container (QUP), 7. unit of measure, 8. serial number, if applicable, 9. date (quarter/year) identified as assembly or rubber cure date, if applicable, 10. precautionary handling, labeling or marking, as required., 11. country of origin is required from a non-U.S. source, 12. Boeing non-conformance record (NCR) number, (if applicable), 13. place a copy of all pack slips in a single packet on the outside of the unit container and a single pack slip inside each individual box when there are multiple boxes in a shipping container. B. On the shipping container: 1. name and address of consignee, 2. name and address of consigner, 3. Boeing purchase order number, 4. part number as shown on the purchase order, 5. quantity of parts in container, 6. unit of measure, 7. box number, 8. total boxes in shipment, 9. precautionary handling, labeling or marking, as required, 10. country of origin is required from a non-U.S. source, 11. multiple boxes with same pack slip must reference 1 of 3, 2 of 3, 3 of 3 etc., if applicable.

(75)

C32

15 AUG 2020 Note Text Revised

[Revision Details](#)

01 JAN 2011 Note Text Revised

01 JAN 2002 Baseline Note

(76)All Boeing paid shipping transactions must be shipped per Boeing Shipment Routing Instructions (SRI). These instructions can be accessed at:

http://www.boeingsuppliers.com/supplier_portal/sri.html.

The complete purchase order (PO) number as listed on the official purchase order including the line number for SAP and ERPLN purchase orders shall appear on every Freight Bill / Bill and/or Bills of Lading/Airway Bill when The Boeing Company is financially liable for the transportation charges. The SAP PO shall include the four digit Purchase Org prefix and the 10 digit PO number.

The ERPLN PO shall include the three digit MBU prefix and the nine digit order number. The letters 'PO' shall precede the Boeing PO number and the item or line number shall follow the Boeing PO number separated by a hyphen, forward slash or colon.

Here are examples of how correctly formatted Boeing PO numbers shall appear on the Freight Bill / Bill of Lading/Airway Bill:

ERPLN Ordering System - PO 6XX123456789/0001, (Purchase Order Number) (Line/item number)

SAP Ordering System - PO 5XXX45xxxxxxx/1, (Pur Org, Purchase Order Number) (Line/item number)

(77)

C35 15 AUG 2020 Note Text Revised
 28 JUL 2017 Note Text Revised
 01 OCT 2015 Note Text Revised
 01 JAN 2011 Note Text Revised
 01 APR 2010 Note Text Revised
 01 APR 2009 Note Text Revised
 01 APR 2006 Note Text Revised
 08 JUL 2004 Note Text Revised
 01 JUL 2004 Note Text Revised
 01 JUL 2003 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(78)THIS ORDER IS SUBJECT TO FORM X32411, COMMERCIAL INVOICE REQUIREMENTS FOR IMPORT INTO THE UNITED STATES. A COPY OF THIS FORM CAN BE OBTAINED AT THE FOLLOWING URL ADDRESS (WHEN ENTERING THE URL PLEASE DO SO IN LOWER CASE LETTERS ONLY):

<http://www.boeingsuppliers.com/X32411English.pdf>

The URL above provides a detailed description of the 31 unique Commercial Invoice data elements that must be included on every Commercial Invoice.

In addition, the following provisions shall apply relating to Country of Origin marking, notwithstanding language to the contrary in the applicable contract:

Requirement: Every article of foreign origin imported into the United States shall be marked with the country of origin in accordance with U.S. Customs regulations 19CFR134. Since all Boeing imported parts are subject to delivery to the ultimate consumer, in accordance with 19CFR134, Boeing requires marking of all foreign origin imported parts. Very limited exceptions are allowed in accordance with Customs regulations (see below). For any other exceptions, non-US suppliers must submit exception requests to the appropriate Boeing procurement agent prior to shipment, who will then forward to Global Trade Controls (GTC) Import for approval. Rubber stamp and other surface marking methods, including inks, paints, and coatings, shall be used in accordance with this specification. Except where authorized in the applicable drawing/specification as part of part marking requirements, intrusive methods are not authorized. Location and part mark method shall be consistent with drawing part mark requirements, if applicable. The marking shall consist of the following, as applicable:

a. Country of Origin - The English language name of the country in which the imported article was manufactured.

b.The marking must be conspicuous, legible, and permanent.

c.The wording need only consist of the English language name of the country of origin such as FRANCE, CHINA, or JAPAN, unless there is also wording on the container, unit, etc. that makes reference to United States, U.S.A., and/or America. If such references are present, the country of origin marking must be a phrase such as "Made in China", "Assembled in France", "Product of Japan", placed in close proximity to the wording that makes reference to the U.S.A, and be in at

least comparable size.

d. Abbreviations which unmistakably indicate the name of a country, such as "Gt. Britain" or "UK" for "Great Britain" are acceptable. Variant spellings which clearly indicate the English name of the country of origin, such as "Brasil" for "Brazil" and "Italie" for "Italy" are acceptable.

Exceptions: The following items are not required to be marked with the Country of Origin, but the Country of Origin shall be marked on the packaging/container which ordinarily reaches the ultimate purchaser (CFR 134.22):

1. Articles that are incapable of being marked, 19 CFR 134.32 (a):
2. Articles that cannot be marked without damage to the article, 19 CFR 134.32 (b)
3. Products of the United States, 19 CFR 134.32 (m)
4. Articles cited on the J-list, 19 CFR 134.33

Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain, when shipping to Boeing in the United States.

(79)

C36

15 AUG 2020 Note Text Revised
01 APR 2016 Note Text Revised
01 JAN 2011 Note Added

[Revision Details](#)

(80)When Boeing is the importer of record with U.S. Customs and Border Protection, Seller/Shipper will comply with the requirements set forth at the following link: <http://www.routingguides.com/Boeing>. Seller/Shipper must follow the Global Routing Guide and use the Freight Forwarder or Carrier specified in these instructions. Failure to follow the Global Routing Guide can compromise shipment security, increase transportation costs to Boeing, and lead to debiting Seller for repeated non-compliance.

(81)

C60

15 AUG 2020 Note Text Revised
18 MAY 2017 Note Text Revised
01 JAN 2011 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

(82)Package per all referenced specifications indicated in document D37522-1 'Introduction to Material Handling, Product Packaging, Storage, and Shipping Support'. This document is available through the Product Standards Data System (PSDS) portal on the Boeing Partners Network.

(83)

C65
15 AUG 2020 Note Text Revised
01 JUL 2011 Note Text Revised
01 APR 2005 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

(84)When delivering freight to The Boeing Company a Seller barcode shipping label is required on all containers shipped by the Seller. For each container shipped, the Seller must provide two (2) readable copies of the appropriate Seller barcode label .
as follows:

- a. One (1) copy is to be securely affixed to the outside of each container.
- b. One (1) copy is to be loose inside each container. The Seller must affix one (1) Seller barcode label to the outside of each container and one (1) Seller barcode label inside the container.

The Seller barcode shipping label must be provided using one (1) of the following formats:

- 1. For integrated Sellers approved to use the ASN (Advance Ship Notice) barcode label, the ASN barcode label must comply with the D37512-3 Boeing Advance Ship Notice Document and the D36001-1 Boeing Barcode Standard Document. ASN barcode labels sent through Exostar comply with these requirements.
- 2. For Sellers approved to use the 9-block Seller barcode, the label must comply with the D6-81628 Boeing Shipping Label, Bar-coded Preparation and Placement Document and the D36001-1 Boeing Barcode Standard Document.

(85)

C66
15 AUG 2020 Note Text Revised
01 OCT 2015 Note Text Revised
01 JUL 2010 Note Added

[Revision Details](#)

(86)For shipments via ocean vessel where buyer is the Importer of Record with U.S. Customs and Border Protection (CBP), the Ocean Container Clause set forth in the following link shall apply and is incorporated herein by this reference: <http://www.routingguides.com/Boeing/> In the event that CBP assesses buyer with liquidated damages, fines or penalties either for failure to file the Importer Security Filing (ISF) data, or for late or inaccurate filing of the ISF data, Seller shall assist buyer with investigating and resolving the situation. Such assistance shall include but is not limited to (i) upon buyer's reasonable request, providing buyer with relevant documentation and making Seller personnel available to answer questions, and (ii) taking such corrective action as is necessary to minimize the risk of additional damages, fines or penalties.

(87)

C99
15 AUG 2020 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

(88)BGS only for all AOG shipments - The outside of every shipping container will be clearly marked with the symbols 'AOG' to identify that the shipment requires rapid processing in the receiving facility.

(89)

D11 15 AUG 2020 Note Text Revised
 01 JUL 2010 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(90)Use for BGS Overhaul & Repair Order: Submit your quotation for the cost of repairs and obtain procurement agent approval before proceeding with the rework. The Seller shall not scrap or otherwise dispose of this Customer owned unit without written authorization from the procurement agent. Should the part be scrapped without prior authorization, the Seller shall be required to replace the unit free of charge.

(91)

D75 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(92)Seller agrees to the following deferred payment *(Insert the deferred payment agreement)*

(93)

E73 15 AUG 2020 Note Text Revised
 01 JAN 2010 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(94)Streamlined Sales and Use Tax Agreement Certificate of Exemption This is a multi-state form. Not all states allow all exemptions listed on this form. Purchasers are responsible for knowing if they qualify to claim exemption from tax in the state that would otherwise be due tax on this sale. The Seller may be required to provide this exemption certificate (or the data elements required on the form) to a state that would otherwise be due tax on this sale. The purchaser will be held liable for any tax and interest, and possibly civil and criminal penalties imposed by the member state, if the purchaser is not eligible to claim this exemption. A Seller may not accept a certificate of exemption for an entity based exemption on a sale made at a location operated by the Seller within the designated state if the state does not allow such an entity based exemption. 1. WA 2. Single Purchase Certificate 3. Purchasers Tax ID: A00 0760 13 4. Type of business: Our principal business or activity is manufacturing aircraft and aerospace products. 5. Reason for exemption: Resale 6. I declare that the information on this certificate is correct and complete to the best of my knowledge and belief.

(95)

H51 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(96)Notwithstanding the provisions of the termination - convenience clause, Seller hereby waives any claim it might have against Boeing as a result of this partial or complete termination of the order, and relieves and releases Boeing from any costs, charges, or liabilities, except as to payment of the price for those goods not herein terminated.

(97)

H52 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(98)This termination effected without charge to the Boeing Company.

(99)

H54 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(100) Notwithstanding the provisions of the changes clause, Seller hereby waives any claim it might have against Boeing as a result of the rescheduling of the delivery requirements of this order and relieves and releases Boeing of any cost, charges, or liabilities.

(101)

H55 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(102) Notwithstanding the provisions of the termination for convenience clause, Seller and Boeing have agreed that, in the event Boeing for any reason decides to reduce all or a portion of the goods on order which have not yet been scheduled for delivery, Seller hereby waives any claim it might have against Boeing as a result of the partial or complete termination and relieves and releases Boeing of any cost, charges, or liabilities, except to pay the price for those goods already delivered. in the event a firm price has not yet been established at the time of the notice of termination, the prices to be paid for those goods already delivered will be at a price to be determined through negotiation.

(103)

H57 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(104) Seller agrees that, notwithstanding the provisions of the termination for convenience clause, any unshipped portion of this order may be terminated by Boeing without any cost, charge or liability to Boeing, provided, Boeing notified Seller at least *(how many days)* days in advance of the shipping date specified in the order.

(105)

H59 15 AUG 2020 Note Text Revised
 01 APR 2016 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(106) Notwithstanding the provisions of the termination for convenience clause of the purchase order terms and conditions as to the filing of termination claims, Seller waives any and all right to any termination claim arising from the termination notice *(Date of Termination Notice)*. Unless Seller has filed a termination claim with Boeing within *(how many days to respond)* days from the date specified in the termination wire or within such further time as may be agreed to in writing by the parties whether agreed to before or after. The time above, Seller thereby waives its rights to assert a claim and thereupon releases and relieves Boeing on any cost, charges, or liabilities. If a claim is to be submitted, it should be addressed as follows:

Boeing Commercial Airplanes
P.O. Box 3707
Seattle, Washington 98124
Attention: Procurement Audit

(107)

Q01 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(108) A description of the work accomplished by the supplier must be returned to Boeing with the part for Boeing repair station airworthiness certificate information.

(109)

Q02 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(110) All production pressure vessels having a shelf life of 60 months, shipped with more than 7 months expired from the latest hydrostatic test date are unacceptable. All production pressure vessels having a shelf life of 36 months, shipped with more than 6 months expired from the latest hydrostatic test date are unacceptable.

(111)

Q03 15 AUG 2020 Note Text Revised
 16 JAN 2019 Note Text Revised
 01 OCT 2015 Note Text Revised
 01 JAN 2012 Note Text Revised
 01 OCT 2008 Note Text Revised
 01 JAN 2007 Note Added

[Revision Details](#)

(112) Records and Record Retention:
The Boeing Production Order shall not be used to record Supplier's processing. The Boeing

Production Order (paper or electronic) shall be used to record Supplier's acceptance of quality operations. Supplier shall create an internal production order by making a copy of the Boeing Production Order or creating an internal production order based on the Boeing Production Order. When a copy of the Boeing Production Order is used, it shall be modified to remove any reference to Boeing tools and/or methods of manufacture. Supplier's tools and/or methods of manufacture shall be added to its internal production order to provide a record of manufacture. Supplier's internal production order shall be traceable to the Boeing Production Order and shall be retained at Supplier's facility for a calendar year + ten years from the date of Product shipment unless otherwise specified on the order.

Supplier Production Record of Manufacture:

Supplier's internal production order is the record of manufacture for Boeing. It also serves as Supplier's record of manufacture and Product acceptance. Supplier may make a copy of the Boeing Production Order or may produce an internal production order based on the Boeing Production Order and engineering requirements. Supplier's internal production order shall reflect Supplier's methods of manufacture and inspection. If a copy of the Boeing Production Order is used, Supplier shall delete on its internal production order any Boeing specific methods of manufacture and inspection (e.g., machine names, programming titles, inspection machines/methods, etc.) that do not reflect what Supplier will use to manufacture or inspect the Product. Supplier's internal production order shall contain the same inspection/test steps that are in the Boeing Production Order except for Coordinate Measuring Machine (CMM) operations, as described in the Special Supplier Stamping Instruction Q-Note. Supplier shall contact the Boeing MBU focal for all other inspection/test operations that cannot be performed as described in the Boeing Production Order.

Boeing Production Record of Acceptance:

The Boeing Production Order (paper or electronic, whichever is applicable) is the record of acceptance for Boeing after inspection operations are stamped by Supplier's inspection personnel. Suppliers providing Product or services shall do so in accordance with the basic steps provided in the Boeing Production Order, and included in Supplier's internal production order (see Supplier Production Record of Manufacture below). All inspections and tests shall be performed to ensure the Product meets the approved Boeing engineering requirements. If the Boeing Production Order contains Boeing-specific methods of inspection, other than CMM, that do not reflect what Supplier can or will use to inspect the Product, Supplier shall contact the Boeing MBU focal from which the Boeing Production Order originated. An exception to this rule is CMM operations as described in the Special Supplier Stamping Instruction Q07 Note. Supplier shall only indicate Product acceptance on this record in accordance with the stamping Quality Notes (ref. Q07). The Boeing Production Order pages included with the parts shall be returned with the completed Products, unless otherwise requested (e.g., one-time source acceptance facilitating direct shipment of product).

Boeing Production Record of Acceptance - Stamping Requirements:

Note: The Boeing Production Order with Supplier's quality stamp impressions (paper or electronic) is a legal document indicating Product and/or process acceptance.

a.) D6-82479 Boeing-approved suppliers and D1-4426 Boeing-approved process suppliers shall only stamp adjacent to the inspection operation(s) certifying the operation was performed in accordance with applicable engineering specifications. Apply stamps only at indicated locations at the time the inspection/test is completed or prior to shipment. Enter the date the inspection/test was performed adjacent to all stamps applied to production records (paper records only).

b.) When textual entries are required within inspection operations, such approved Suppliers shall provide those entries.

c.) Such approved Suppliers shall not stamp manufacturing operations on the Boeing Production Order or make entries in those spaces within operations designated for Boeing in-house process verification. Boeing-approved Community Manufacturing Partnership (CMP) suppliers may complete acceptance of the Boeing production order by applying acceptance to operation 999 after reviewing both the Boeing work order and the Suppliers internal production order for completeness and accuracy. The following criteria must be met prior to CMP Suppliers completing acceptance to the Boeing work order: All requirements of the Q03 Note have been met. All operations on the Suppliers internal production order as well as the Boeing production order are complete and the order is ready for shipment.

d.) Stamp impressions placed in error or textual errors (wrong date, wrong part quantity, wrong information, etc.) by Supplier shall be voided:

Paper actions: This shall be accomplished by drawing a single line through the stamp impression or text and printing the word "VOID" next to the voided impression or text. The reason for every void shall be printed on the back of the page where it occurred (example: "Stamp placed in wrong location.") and Supplier's personnel who performed the void shall print, sign and date adjacent to the void.

Electronic actions: This shall be accomplished by following the stamp removal process in the electronic system. Perform this task by selecting/mouse clicking on applied stamp, selecting the appropriate remove acceptance statement, and then providing an adequate and accurate statement of why the stamp is being removed, and clicking the appropriate return/save buttons to apply.

e.) Suppliers not approved pursuant to D6-82479 shall adhere to all requirements established for approved suppliers. Additionally, such non-approved Suppliers shall provide a copy of their Record of Manufacture with the Boeing Production Order and the Products

Note: Fabrication inspectors will contact Suppliers when paper work errors are found on the

Boeing Production Order.

Note: In special cases (applicable to paper transactions only), where Supplier does not use inspection stamps, Supplier may print its name, its inspector's last name, identification number (if assigned), and then sign and date adjacent to the inspection operation.

Boeing Production Record of Acceptance - Completed Products Identification Requirements:
Note: The following requirements apply to Products that are returned to Boeing that have been manufactured and/or processed by Suppliers.

- a.) Identify (stamp) details and assemblies in accordance with engineering and BAC-5307 requirements.
 - b.) Identification shall include the engineering/manufacturing engineering configuration (part number), shop floor control/production order number, or traceability number, six-digit vendor (supplier) code, and the date of manufacture.
 - c.) Parts too small to mark may be bagged or tagged per engineering requirements BAC-5307.
- (113)
-

Q07

15 AUG 2020 Note Text Revised
01 JAN 2007 Note Added

[Revision Details](#)

- (114) Special supplier stamping instructions for the Boeing Production Record of Acceptance
Note: Applies to operations with Coordinate Measuring Machine (CMM) operations.

- a.) If bench and CMM operations exist and Supplier does not use a CMM for Product inspection, Supplier's quality inspector will inspect all features at the bench and shall stamp/date the bench operation. Supplier's quality inspector shall also stamp/date the CMM operation and write "See Over" next to the CMM acceptance stamp. A statement is then written on the back of the page stating, "Full inspection performed; CMM not required." Supplier's quality inspector then places another stamp impression and the date next to the statement.
- b.) If only a CMM operation exists and Supplier does not use a CMM for Product inspection and there is no bench inspection operation, Supplier's quality inspector will inspect all features at the bench and shall stamp/date the CMM operation and write "See Over" next to the CMM acceptance stamp. A statement is then written on the back of the page stating, "Full inspection performed; CMM not required." Supplier's quality inspector then places another stamp impression and the date next to the statement.

Note: In cases where a CMM operation exists and the supplier possesses and utilizes a CMM, normal supplier Quality stamping practices shall be followed.

(115)

Q09 15 AUG 2020 Note Text Revised
 01 OCT 2016 Note Text Revised
 01 OCT 2015 Note Text Revised
 01 OCT 2014 Note Text Revised
 01 JAN 2014 Note Text Revised
 01 APR 2011 Note Text Revised
 01 APR 2009 Note Text Revised
 08 JUL 2004 Note Text Revised
 01 JUL 2004 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(116) Seller shall maintain, and have available on a timely basis, quality records traceable to the conformance of product/part numbers delivered to Boeing. Seller shall make sure records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for calendar year + 10 years from the date of shipment under each applicable order for all product/part numbers unless otherwise specified on the order.

At the expiration of such period set forth above and prior to any disposal of records, Seller will notify Boeing of records to be disposed of and Boeing reserves the right to request delivery of such records. In the event Boeing chooses to exercise this right, Seller shall promptly deliver such records to Boeing at no additional cost on media agreed to by both parties. Boeing requires that the provisions/requirements set forth above be included in

Sellers direct supply contracts related to the Products/Part Numbers. Supply Chain shall mean network of material, equipment, information, and services integrated into products and services for the ultimate customer.

(117)

Q100 15 AUG 2020 Note Text Revised
 01 APR 2015 Note Text Revised
 01 OCT 2012 Note Added

[Revision Details](#)

(118) For this BGS order, Seller shall provide evidence that the products provided in accordance with this purchase document are new, with traceability to the source from which such product(s) were obtained. Seller's evidence shall include a legible copy of the original manufacturer's certificate of conformity (C of C) and seller's packing sheet shall include reference to the provided manufacturer's C of C. Seller's packing sheet shall contain control identity of the article(s) on this shipment, as applicable. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

(119)

Q101

15 AUG 2020 Note Text Revised
01 OCT 2019 Note Text Revised
01 APR 2015 Note Text Revised
01 OCT 2012 Note Added

[Revision Details](#)

(120) For this BGS order, Article(s) on this shipment must have Federal Aviation Administration (FAA) Parts Manufacturer Approval (PMA), Technical Standard Order Authorization (TSOA), Production Certificate (PC) or equivalent National Aviation Authority (NAA) approval and be identified in accordance with applicable FAA or NAA Regulations.

Article(s) on this shipment may subsequently be used on a European Union aircraft. Therefore articles are required to meet the most current regulatory requirements of the Maintenance Annex Guidance (MAG) between The Federal Aviation Administration for the United States of America and The European Aviation Safety Agency for the European Union.

Article(s) on this shipment require an Authorized Release Certificate (i.e.: FAA Form 8130-3, EASA Form One or other equivalent regulatory airworthiness approval documents) certifying the article(s) are new and were produced under an FAA Regulatory PAH authority or other National Aviation Authority (NAA) equivalent, conform to approved design data and are in airworthy condition. Seller shall provide the original or true certified copy of the regulatory airworthiness approval document

Industry Standard parts are not subject to the forgoing provisions, provided such parts are traceable to the manufacturer, accompanied by a conformity statement, and are in a satisfactory condition for installation.

Seller's packing sheet shall reference the manufacturer's C of C and shall contain control identity of the article(s) on this shipment, as applicable. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

Distributors shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.

In addition to requirements specified elsewhere in this clause, the following requirements apply to articles produced under FAA PMA:

PMA articles conforming to design data obtained under a licensing agreement from the Type

Certificate (TC) or Supplemental Type Certificate (STC) holder must be accompanied by a shipping document that states "Produced under licensing agreement from the holder of [insert TC or STC number]."

Individual detail parts of a PMA article must be accompanied by a shipping document that identifies the detail part as a subcomponent of a PMA article.

Article(s) on this shipment certified under FAA PMA, may subsequently be exported to a European Union country. Therefore, as required in the U.S. / European Union Aviation Safety Agreement Technical Implementation Procedures, PMA certification documentation must contain one of the following statements), as applicable: "This PMA part is not a critical component" or "This PMA part is a critical component". In accordance with regulations, "Critical Component" means a part identified as critical by the design approval holder during the product type validation process, or otherwise by the exporting authority.

When Airworthiness Directives (AD's) are represented as having been accomplished, the C of C shall specify AD number, AD amendment number, date, and method of compliance.

If the PMA holder is also the holder of the EASA STC design approval which incorporates the PMA part into an EASA certified or validated product, the following statement should be written in the remarks block of the FAA Form 8130-3: "Produced by the holder of the EASA STC number [Insert the full reference of the EASA STC incorporating the PMA]."

(121)

Q104

15 AUG 2020 Note Text Revised
01 OCT 2019 Note Text Revised
01 OCT 2012 Note Added

[Revision Details](#)

(122) For this BGS order,

1. Seller shall include with each shipment all documentation required by this purchase document including: approval for return to service documentation meeting provisions of FAA regulation 14 CFR parts 43.9, 43.11 or 43.17 including hours, cycles where required, and any tear down/inspection reports.

2. Seller shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.

3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The documentation shall specify AD number, AD amendment number, date, and method of compliance.

4. A description (or reference to data acceptable to the FAA) of the work performed. In either case there must be enough information provided so that a person unfamiliar with the work would be able to determine the extent of the maintenance and/or alteration performed. If the repair station is also EASA-certificated, the maintenance release must include the revision status of the technical data used to perform the work. The maintenance release must also include a record of the parts used, particularly if the maintenance involved substituting parts, such as PMA parts as applicable per FAA AC 145-9.

5. Seller shall comply with FAA Order 8130.21 latest revision. The FAA Form 8130-3 'Airworthiness Approval' tag must document the identity of maintenance documents and the associated revision status and date of each.

(123)

Q105	15 AUG 2020 Note Text Revised	Revision Details
	01 OCT 2019 Note Text Revised	
	01 OCT 2012 Note Added	

(124) For this BGS order,

1. Seller shall include with each shipment a certified statement on the certificate of conformity (C of C) stating the following:
 - a. Article identity and condition - must use "as-is" or comparable term to describe condition.
 - b. The article(s) were produced under an FAA approved production system.
 - c. Service bulletin compliance or noncompliance.
- d. Life/cycle limited parts status (i.e., time, time since overhaul, cycles, and history). If the article is serialized and life-limited, operational time and/or cycles are required.
2. Seller shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.
3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The documentation shall specify AD number, AD amendment number, date, and method of compliance.
4. When known, Seller shall provide a statement as to the regulatory approval the part has been manufactured under (i.e.: PMA, TSOA, PC).

(125)

Q107	15 AUG 2020 Note Text Revised	Revision Details
	01 OCT 2019 Note Text Revised	
	01 APR 2015 Note Added	

(126) For this BGS order,

Seller shall provide evidence that the product(s) provided in accordance with this purchase document are new, with traceability to the source from which such product(s) were obtained.

Seller shall provide a certified statement as to the identity and condition of each article. An article known to have been subjected to extreme stress, heat or environment (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) will not be accepted. When PAH Certificate of Conformance (CofC) will be shipped with this article, Seller shall provide a statement as to the regulatory approval the part has been manufactured under (i.e.: PMA, TSOA, PC)

Seller's packing sheet shall contain control identity of the article(s) on this shipment. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

(127)

Q110

15 AUG 2020 Note Text Revised
01 OCT 2016 Note Added

[Revision Details](#)

(128) Boeing has granted Drop Ship Delegation per D6-83720 to one or more of providing suppliers. The providing supplier has inspected the articles, and they adhere to all applicable drawings and/or specifications followed by the following drop ship declaration. The providing supplier must include the statement in all shipments where applicable and where appropriate be flowed to those providing delegated suppliers who ship directly to Boeing or a Boeing consuming supplier other than Seller.

"This is a Boeing Drop Shipment."

"Delegated Boeing inspection authority has been granted by Boeing to [Contracted Supplier Name] whose Boeing approved quality system includes documented delegated inspection authority to [Providing Supplier Name]. Acceptance/inspection has been accomplished by [Providing Supplier Name] on behalf of Boeing."

Boeing requires that the provisions/requirements set forth above, as determined by the Seller to be applicable, be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain shall mean Seller's direct network of direct lower-tier suppliers.

(129)

Q111

15 AUG 2020 Note Text Revised
01 OCT 2016 Note Added

[Revision Details](#)

(130) This component is intended for use on US and European Union aircraft and must meet the most current regulatory requirements of the Maintenance Annex Guidance (MAG) between

The Federal Aviation Administration for the United States of America and The European Aviation
Safety Agency for the European Union.

The component on this shipment requires an Authorized Release Certificate (i.e.: FAA Form 8130-3, EASA Form One or other equivalent regulatory airworthiness approval documents) certifying the article conforms to approved design data and is in new condition. Seller shall provide the original copy of the regulatory airworthiness approval document.

(131)

Q112 15 AUG 2020 Note Text Revised [Revision Details](#)
 16 JAN 2019 Note Added

(132) This article requires an FAA 8130-3 authorized release document issued by a Boeing authorized individual under 14 CFR PART 21.137 (O) for approved PC 700 articles. It is the seller's responsibility to meet any special import requirements of the country to which the part is shipped.

(133)

Q113 15 AUG 2020 Note Text Revised [Revision Details](#)
 01 OCT 2019 Note Added

(134) For this BGS order, seller shall strictly control all inventory of Boeing proprietary product that is in excess of purchase document quantity in order to prevent product from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide product from excess inventory that was previously rejected or returned by Boeing without prior written authorization from Boeing. When Seller fulfills an order in support of this purchase document with product from excess inventory for which seller was the original manufacturer, seller shall be able to demonstrate traceability to the original Boeing purchase document that authorized manufacture of the product when requested by Boeing.

(135)

Q114 15 AUG 2020 Note Text Revised [Revision Details](#)
 01 OCT 2019 Note Added

(136) For this BGS order, Seller shall flow down all requirements of this purchase document to the manufacturing facility identified within this purchase document.

(137)

Q115 15 AUG 2020 Note Text Revised [Revision Details](#)
 01 OCT 2019 Note Added

(138) For this BGS order, seller is required to establish and maintain a FOD prevention program in compliance with AS/EN/SJAC 9146 Foreign Object Damage (FOD) Prevention Program -- Requirements for Aviation, Space, and Defense Organizations.

Aerospace standards such as AS9146 can be obtained from SAE International at
<http://standards.sae.org>

(139)

Q116

15 AUG 2020 Note Text Revised
01 OCT 2019 Note Added

[Revision Details](#)

(140) For this BGS order, when Seller uses an Operator Self-Verification (OSV) program, Seller shall comply with the requirements set forth in SAE industry standard AS9162, 'Aerospace Operator Self Verification Programs', as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller is compliant to the requirements of AS9162.

(141)

Q117

15 AUG 2020 Note Text Revised
01 OCT 2019 Note Added

[Revision Details](#)

(142) For this BGS order,

1. Seller shall furnish goods and services in accordance with all requirements of this purchase document (including descriptions, specifications, drawings and schedules), to standard commercial practices and where applicable, other specifications identified within the technical requirements documentation or other attachments which are part of this purchase document. The Seller shall ensure that all articles are of new manufacture and free of Foreign Object Debris/Damage (FOD).

2. Control of Nonconforming Product

2.1 When Boeing notifies Seller of a detected nonconformance, Seller shall immediately take action to eliminate the nonconformance on all products in Seller's control. When nonconforming product is determined to be Seller's fault, Boeing will provide Seller with notification. Upon receipt of such notification, Seller shall develop and implement acceptable corrective action.

2.2 Seller shall maintain verification that root cause corrective action has occurred and has resolved the nonconforming condition. At the specific request of Boeing, this verification shall occur after implementation of the corrective action to ensure detected nonconformance has been eliminated. Boeing reserves the right to review the verification data at the Seller's facility or have the data submitted to Boeing.

2.3 When Seller disagrees with the determination of fault, Seller shall submit a Change of Charge (COC) request to the initiator within thirty (30) calendar days from the date of notification. The request must include the reason and documentation/objective evidence supporting the request. Failure to notify Boeing of disagreement with the determination of fault will be deemed to be a confirmation of Seller's acceptance of nonconformance responsibility.

2.4 Boeing reserves the right to reject any root cause and/or corrective action determination provided by Seller, and may request subsequent investigation and/or corrective action to either Boeing or Seller-initiated corrective action requests. If Seller is late in responding to Boeing corrective action requests, or if Boeing requires subsequent corrective action, Boeing reserves the right to withhold acceptance of shipments either at source or destination until Seller corrective action is submitted to Boeing's satisfaction.

3. Where Boeing specifications and/or processes are listed within the detail design, specification control, or envelope drawing, incorporated by this purchase document, Seller shall adhere to the latest revision of the Boeing specification and/or process, unless otherwise specified in the purchase document.

4. Boeing Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with D1-4426, Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

5. McDonnell Douglas (MD) Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with DMS2201, Procurement from Foreign Sources - Metallic Raw Materials QPL (Qualified Product List) and D1-4426 Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

6. Seller is required to maintain compliance with Boeing Approved Process Sources (D1-4426) as may be revised from time to time. This document defines the approved sources for special processing, composite raw materials, composite products, aircraft bearings, designated fasteners, and metallic raw materials.

6.1 Seller and their subcontractor(s) shall utilize sources listed in Document D1-4426 "Approved Process Sources" whenever the manufacturing and/or inspection processes listed in D1-4426 are performed on this purchase document. The current version of D1-4426 is accessible via the internet at the following web address <http://www.boeingsuppliers.com/d14426/>

6.2 Seller shall maintain actual processor certifications for all D1-4426 special processes performed in accordance with the requirements of this purchase document. In addition to all certification requirements defined by the applicable processing specification(s), the certifications shall contain the following:

- a. The complete part number of the article(s) represented by the certification;
- b. The total quantity of the parts (for each part number) represented by the certification;
- c. The company name and address of the performing processor. The address shall include street address, city, and state;
- d. The specification number(s) and revision letter of the D1-4426 process performed.

- 6.3 Seller shall provide such certification upon Boeing request.
- 6.4 Seller's use of approved processors does not relieve Seller from verifying that the processor and the article conforms to all applicable process specification requirements.
7. Raw material must not be re-certified with respect to heat treat temper, thickness, diameter, width or cross sectional area or product form. Heat treating, machining or cutting of thicker product or other product forms shall not be supplied in lieu of specified product unless specifically authorized by Boeing. Raw material certifications for material or parts shall reflect the temper, form, and size of the raw material as originally manufactured by the raw material producer.
8. For Diversion/Offload Work, the Seller's operator shall stamp to the right of each Seller accomplished production operation on the Production Order (PO), or Seller's equivalent shop traveler. The Seller's inspector shall stamp to the right of each established inspection operation on the PO or Seller's equivalent shop traveler to certify the quality and completeness of the work operation performed.
9. When specifically requested by Boeing, Seller shall make specified quality data and/or approved design data available in the English language.
10. Seller's shipping documentation shall contain but not limited to, the following:
- a. Packing Sheet
 - b. Evidence of Boeing's product acceptance, when Boeing Source Acceptance is required;
 - c. A Serialized Parts List identifying parts with an assigned serial numbers. The list shall contain the part numbers, part nomenclature and part serial numbers. This list shall also include part change letters when applicable;
 - d. The nonconformance/rejection tag number(s), and a copy of the nonconformance/rejection tag(s) for the articles shipped, as applicable;
 - e. Control identity of the end item deliverable of raw material or purchased articles, as applicable. The control identification is traceable to the article processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots. Serial numbers are required as part of the control identity when specified by the engineering data.

(143)

Q118

15 AUG 2020 Note Text Revised
01 OCT 2019 Note Added

[Revision Details](#)

(144) For this BGS order,

1. Change in Quality Management Representative

1.1 Seller shall promptly notify Boeing of any changes in the management representative with assigned responsibility and authority for the quality system.

2. Change in Manufacturing Facility

2.1 Seller shall immediately notify Boeing in writing of any change to the name of the manufacturing facility or the manufacturing facility location of the contracted part number or assembly. Notification shall be made to the Boeing Procurement Representative responsible for the management of this purchase document and the Boeing Supplier Quality Representative responsible for the oversight of the Seller's Quality Management System.

3. Supplier Funded Source Inspection

3.1 If the Seller fails to achieve and maintain Bronze quality acceptance rate for BCA as shown in Enterprise Supplier Performance Measurement (ESPM) or its equivalent, the Seller may be subject to Supplier Funded Source Inspection (SFSI). Furthermore, without regard to ESPM or equivalent metrics, if upon Boeing's determination, after coordination with Seller, that Seller's quality failures represent a chronic or substantial impact to Boeing, then SFSI may be implemented at Seller's Expense.

4. Seller Material Review Board (MRB) Limitations

4.1 Seller is not authorized to disposition nonconforming McDonnell Douglas (MD) Heritage design product. Requests for Boeing MRB dispositions (Use as is, Rework or Repair) of MD Heritage design shall be submitted through the Request for Assistance (RFA) using the Supplier Nonconformance Notification (SNN).

4.2 Any nonconformance of Seller's own detailed design, manufacturing, or process requirements not included in, or affecting specifications or drawings forming a part of this purchase document may be addressed by Seller's normal material review process. Seller shall not make repairs or accept without repair any nonconforming condition adversely affecting fit, form, function, performance, safety, weight, maintainability, service life, interchangeability, or appearance (where a factor) for this article.

5. Material Substitution Requests

5.1 Material Substitutions are a change to Type Design Data and require an EO/SEO to the applicable drawing, or inclusion in the Approved Material Substitution List (AMSL) or Part Specific Approved Material Substitution List (PSAMSL) as applicable. Sellers shall submit material substitution requests on a Engineering Liaison Request (ELR) to the Boeing Procurement Agent. Material substitutions listed in the AMSL or PSAMSL do not require additional Boeing authority. Seller is authorized to utilize the listed substitutions within the guidelines and requirements of the AMSL/PSAMSL.

6. McDonnell Douglas (MD) Heritage Deliverable Software

6.1 Sellers providing Boeing with software or articles containing software shall prepare, implement and maintain a Software Quality Assurance Plan specifying the software quality

assurance program. Seller shall document the plan in accordance with the requirements of Data Item Description Q-320, Software Quality Assurance Plan. (Reference Seller's Supplier Data Requirements List (SDRL). The plan and any subsequent changes thereto require Software Quality Assurance written approval prior to implementation.

7. Requirements for Delegation of Product Release Verification

7.1 When Seller delegates product verification, Seller shall conform to the requirements of AS9117, "Delegated Product Release Verification", as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system conforms to the requirements of AS9117.

AS9117 establishes minimum requirements for Seller's delegation of product verification. When delegating product verification, Seller is not relieved of the obligations under this contract. Aerospace standards such as AS9117 can be obtained from SAE, the Society of Automotive Engineers at: <http://www.sae.org>

8. Clad Aluminum Exterior Aircraft Skins

8.1 Suppliers providing clad aluminum exterior aircraft skins per Boeing document D6-9002, "Appearance Control of Clad Aluminum Exterior Skins" shall inspect the skins per D6-85354, "Skin Quality Inspection of Clad Aluminum Exterior Skins".

9. Application of Acceptance Authority Media (AAM)

9.1 Seller shall comply with the AS/EN/JISQ 9100 requirements and 14CFR Part 21.2 regarding the application of the Acceptance Authority Media (AAM) requirements.

Seller shall, within its organization and its supply chain, ensure that the use of AAM is clearly defined within its Quality Management System (QMS).

9.2 Seller shall, upon Boeing request, be able to demonstrate evidence of communication to its employees and to its supply chain; use of AAM must be considered as a personal warranty of compliance and conformity.

9.3 Seller shall maintain compliance to the AAM requirements by assessing its process and supply chain as part of its internal audit activities. The areas of focus of this assessment shall include but not limited to:

- a. Authority Media Application Errors (i.e. Omission, Typos, Legibility, etc.)
- b. Authority Media Application Untimely Use (i.e. Documentation is not completed as planned, "Stamp/Sign as you go", etc.)
- c. Authority Media Application Misrepresentation (i.e., uncertified personnel, Falsification of documentation, Work not performed as planned, etc.)
- d. Authority Media Application Training Deficiencies (i.e. Ethics, Culture awareness, Proper Use of authority media, etc.)

10. Technical Data Control and Acceptance

10.1 After Boeing acceptance of a Seller product design, no changes shall be made without written authorization from Boeing for any change which will or may affect:

- a. Interchangeability, performance, weight, safety, reliability, service life, fit, form, function, and maintainability;
- b. Federal Aviation Administration (FAA) type certification; or
- c. Boeing Qualification status.

11. Boeing document D6-51991, "Quality Assurance Standard for Digital Product Definition at Boeing Suppliers". When Type Design Digital Product Definition (DPD) data is utilized in manufacturing, inspection and sub-tier flow-down of product definition, Seller shall have a quality system to control Type Design DPD data to the extent necessary to fulfill program requirements. Seller must obtain Boeing DPD capability approval.

12. Seller shall comply with the requirements of D33200, "Boeing Suppliers' Tooling Document." It is Seller's responsibility to comply with the latest revision of these documents.

13. When Seller utilizes test reports to accept Seller purchased raw material, the following requirements apply:

13.1 Test reports shall be checked 100% against Seller's requirements and applicable specifications.

13.2 Validation test requirement: Seller shall periodically validate test reports for raw material accepted on the basis of test reports. That validation shall be accomplished by Seller or other independent party through periodic, scheduled tests of raw material samples. Schedules for frequency of tests will be established by Seller based on historical performance of the raw material supplier.

13.3 Seller shall retain test reports provided by the raw material supplier, as well as Seller's validation test results as quality records traceable to the conformance of Goods, as specified elsewhere in this Contract.

14. When DPS 4.505, DPS 4.804, DPS 4.712, DPS 4.813, DPS 4.814, D6-1276 or D6-17781 is referenced in the Engineering data for articles specified on this purchase document, Seller's manufacturing planning shall be approved by Boeing prior to commencing manufacture. Upon approval, Seller shall not change the manufacturing planning without first submitting changes to Boeing for re-approval.

Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services. It focuses on direct and all lower-tier suppliers.

Q119

15 AUG 2020 Note Text Revised
01 OCT 2019 Note Added

[Revision Details](#)

(146) For this BGS order,

Seller shall perform 100% inspection for in-process and final inspection, or Seller shall conform to requirements of document AS9138 "Aerospace Series - Quality Management Systems Statistical Product Acceptance Requirements" as may be amended from time to time. With the exception noted herein Seller's statistical sampling procedure/plan conformance to AS9138 with minimum protection levels meeting SAE AS9138 Table A1 and C=0 will constitute Boeing Quality approval subject to restrictions noted in AS9138, Section 4.3 Safety/Critical Characteristics, and part/product Design Data sampling requirements and/or prohibitions.

Buyer reserves the right to disallow a supplier's statistical methods for product acceptance for specific sites/ programs, parts or characteristics, and to conduct surveillance at Seller's facility to assess conformance to the requirements of AS9138.

Aerospace standards such as AS9138 can be obtained from SAE International at:
<http://standards.sae.org>.

(147)

Q120

15 AUG 2020 Note Text Revised
01 OCT 2019 Note Added

[Revision Details](#)

(148) For this BGS order,

Seller shall perform First Article Inspections (FAI) in accordance with AS/EN/SJAC 9102, Aerospace First Article Inspection Requirement.

Buyer may allow alternate methods of meeting the FAI requirement provided the Seller's plan is approved by the Buyer's Supplier Quality Representative (SQR) prior to initiation of the activity (e.g. for installation level drawings or wiring).

Buyer reserves the right to conduct surveillance of the Seller's FAI, referred to as Boeing First Article Inspection (BFAI). BFAI may include in-process inspections to be accomplished during performance of the Seller's FAI. When a BFAI is required, Seller will be notified via the Supplier Quality supplier data system. Seller shall coordinate and schedule BFAI activity with the Buyer's SQR prior to start of related procurement, manufacturing, and/or processing. In the event a BFAI of the Seller's FAI is scheduled, supplier shall make available to the Buyer's SQR the following:

1. Applicable purchase document, material/process certifications, manufacturing and inspection records; including inspection plans developed to identify progressive inspection checkpoints for the FAI as a result of coordination and planning with Buyer's SQR
2. Applicable design data
3. Applicable documented configuration baseline and configuration summary
4. Applicable material review actions
5. Applicable acceptance and qualification test results
6. Applicable record(s) of Boeing approval for non-Boeing drawing and test procedures
7. Seller's First Article Inspection Report (FAIR), as defined by AS9102

Seller shall maintain a copy of the closed FAI/BFAI record along with Seller's FAIR documentation.

Seller shall flow-down to its Supply Chain the FAI provisions/requirements set forth above. For purposes of this clause, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts.

(149)

Q121	15 AUG 2020 Note Text Revised 01 OCT 2019 Note Added	Revision Details
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(150) For this BGS order, the following must be individually authorized by the Boeing Procurement Agent prior to use for this purchase document: Approved Material Substitution List (AMSL), Part Specific Approved Material Substitution List (PSAMSL), Foreign sources of raw material per D1-4426, Approved Process Sources Metallic Raw Material - Non USA & Titanium Ingot (All) process codes 600-699, DMS 2201 Procurement From Foreign Sources - Metallic Raw Materials (QPL) Qualified Product List.

(151)

Q122	15 AUG 2020 Note Text Revised 01 OCT 2019 Note Added	Revision Details
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(152) For this BGS order, FAA or Foreign Civil Airworthiness Authority (FCAA) airworthiness certification is required for articles specified on this Purchase Document. Include with each shipment, the original FAA Form 8130-3 Authorized Release Certificate or foreign equivalent.

(153)

Q123	15 AUG 2020 Note Text Revised 01 OCT 2019 Note Added	Revision Details
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(154) For this BGS order, seller shall comply with the requirements of D33200, Boeing Supplier's Tooling Document. It is Seller's responsibility to comply with the latest revision of these documents.

(155)

Q13	15 AUG 2020 Note Text Revised 01 OCT 2016 Note Text Revised 01 JAN 2016 Note Text Revised 01 JUL 2015 Note Text Revised 01 OCT 2014 Note Text Revised	Revision Details
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01 JAN 2011 Note Text Revised
01 JAN 2010 Note Text Revised
01 APR 2009 Note Text Revised
01 OCT 2007 Note Text Revised
01 JAN 2002 Baseline Note

- (156) Seller must provide a statement on the packing sheet certifying its quality assurance department has inspected the parts and they adhere to all requirements, applicable drawings/specifications.

OR

When the seller is located outside of the United States and they submit an EASA/JAA/FCAA FORM-1, the following conditions must exist on the form:

1. Block 11 status is identified as 'NEW'
AND
2. Block 12 titled 'REMARKS' contains a statement certifying the seller's quality assurance department has inspected the parts.
AND
3. Block 12 titled 'REMARKS' does not contain certification statements of PMA, Prototype, Not to be installed on certified aircraft, or any statement that does not support PC700 certification.
AND
4. Block 13a 'Certifies that the items identified above were manufactured in conformity to: Approved design data and are in condition for safe operation'

Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain.

(157)

Q14	15 AUG 2020 Note Text Revised 01 OCT 2004 Note Text Revised 06 APR 2004 Note Text Revised 01 APR 2004 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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- (158) Supplier has been granted inspection delegation authority.

(159)

Q20	15 AUG 2020 Note Text Revised 30 SEP 2017 Note Text Revised 01 OCT 2011 Note Text Revised	Revision Details
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01 JUL 2010 Note Text Revised
01 JAN 2002 Baseline Note

(160) BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS FOR SUPPLIERS, APPENDIX A,
ADDENDUM 1, AND ADDENDUM 2

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, Boeing Quality Management System Requirements for Suppliers, Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum 1, Variation Management of Key Characteristics and Addendum 2, Quality System Requirements for Deliverable Software and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address:

<http://www.boeingsuppliers.com/>

(161)

Q22

15 AUG 2020 Note Text Revised
30 SEP 2017 Note Text Revised
01 OCT 2011 Note Text Revised
01 JUL 2010 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

(162) BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS FOR SUPPLIERS, APPENDIX A,
AND ADDENDUM 2

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum 2, Quality System Requirements for Deliverable Software and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address: <http://www.boeingsuppliers.com/>

(163)

Q30	15 AUG 2020 Note Text Revised 01 OCT 2009 Note Text Revised 01 JUL 2009 Note Added	Revision Details
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(164) For product shipping from airline (customer) stock each article requires a FAA 8130-3 or Foreign Equivalent Authorized Release Certificate tag identified as 'RETURN TO SERVICE' executed by an authorized designee.

(165)

Q32	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(166) Enclose objective evidence (I.E. Certified metallurgical or physical test reports, where required by controlling specifications), along with dimensional data and functional test data, as applicable, as applicable, with the first shipment only of drop shipped product to another Boeing supplier. Enclose the recorded/required data on appropriate first article inspection report/forms.

(167)

Q33	15 AUG 2020 Note Text Revised 30 SEP 2017 Note Text Revised 01 JUL 2013 Note Text Revised 01 OCT 2011 Note Added	Revision Details
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(168) BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS, APPENDIX D
Seller is required to maintain a quality system in compliance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers" and Appendix D, Quality Management Systems - Requirements For Aviation, Space And Defense Distributors and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to make final determination that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address: <http://www.boeingsuppliers.com/>

(169)

Q36	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(170) Ground Support Equipment (GSE) is not applicable to airplane form, fit or function and does not require quality system or airworthiness certification.

(171)

Q37	15 AUG 2020 Note Text Revised 01 OCT 2004 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(172) Seller's FAA production certificate provides for and governs the quality system and airworthiness certification requirements for Seller's proprietary engine components.

(173)

Q40	15 AUG 2020 Note Text Revised 01 APR 2018 Note Text Revised 01 JAN 2015 Note Added	Revision Details
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(174) FOD PREVENTION PROGRAM

Seller is required to establish and maintain a FOD prevention program in compliance with AS/EN/SJAC 9146 Foreign Object Damage (FOD) Prevention Program - Requirements for Aviation, Space, and Defense Organizations. Seller shall comply with 'AS/EN/SJAC 9146 Foreign Object Damage (FOD) Prevention Program - Requirements for Aviation, Space, and Defense Organizations' effective 1/1/2018. Buyer reserves the right to conduct surveillance at Seller's facility to determine whether Seller's quality system meets the requirements of this clause. Aerospace standards such as AS9146 can be obtained from SAE International at <http://standards.sae.org>

(175)

Q41	15 AUG 2020 Note Text Revised 01 APR 2016 Note Text Revised 01 JAN 2016 Note Text Revised 01 JUL 2015 Note Text Revised 01 JAN 2015 Note Text Revised 01 JUL 2014 Note Text Revised 01 APR 2014 Note Text Revised 01 OCT 2013 Note Text Revised 01 JAN 2012 Note Text Revised 01 JUL 2011 Note Text Revised 01 OCT 2009 Note Text Revised 01 APR 2009 Note Text Revised 01 JAN 2008 Note Text Revised 01 OCT 2006 Note Text Revised 08 JUL 2004 Note Text Revised	Revision Details
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01 JUL 2004 Note Text Revised

01 JAN 2002 Baseline Note

(176) MAINTENANCE, REPAIR, OVERHAUL, FAA REGULATED AND CERTIFICATED
REQUIREMENTS - DELIVERABLE

Seller's certificated repair station is required to be a Buyer approved repair station and must sustain such approved status on an on-going basis. Seller shall provide copy of air agency certificate to Buyer representative upon request.

Representatives of Buyer and/or the Federal Aviation Administration (FAA) may inspect and evaluate Seller's facilities, systems, data, equipment, personnel and all completed products processed under this contract. (If Seller is non domestic, the government agency equivalent to the FAA may conduct such inspection and evaluation.)

Work performed under this contract must be accomplished in compliance with Seller's applicable valid air agency certificate(s). All documentation required by this contract and regulation, including dual release airworthiness certification (if required), must be included with each shipment.

Maintenance, Repair, Overhaul and or Modification work performed on articles under this contract must be performed and subsequently returned to Boeing or Boeing's Customer from a Buyer approved certificated repair station. Articles which have undergone Maintenance, Repair, Overhaul and or Modification and subsequently returned to Boeing or Boeing's Customer with an Authorized Release Certificate from non buyer approved repair station(s) will be not be accepted. Costs for delays and re-processing of articles; subsequent re-inspection and repair or modification of articles from a non buyer approved repair station will be borne by the seller. The Quality Clauses and requirements contained in document D6-84944 Section 1 apply to this Purchase Order. Quality Clauses found in Section 2 of D6-84944 applies if no Boeing term contract has been executed with the seller.

At a minimum Seller shall include the with each shipment a signed and completed copy of FAA Form 8130-3 'Airworthiness Approval' tag for each article. The return to service must comply with all regulatory requirements including but not limited to, current FAA orders and memoranda. The airworthiness certification must also comply with FAA Order 8130.21 latest revision. The FAA Form 8130-3 'Airworthiness Approval' tag or a separate document as referenced on the Form 8130-3 'Airworthiness Approval' tag must document the identity of maintenance documents and/or the associated revision status and date of each.

In the case of maintenance carried out by a U.S.-based EASA Part-145 approved organization subject to the Agreement, EASA only recognizes the dual release FAA Form 8130-3 for component, engine, or propeller maintenance.

If an FAA/EASA Dual Release is required by this order, the following is necessary:

1. The FAA Form 8130-3 must include the EASA Part-145 release to service certifying statement, the EASA Part-145 Approval Certificate number in block 12, and specify any

overhaul, repairs, alterations, ADs, replacement parts, PMA parts, and quote the reference and issue/revision of the approved data used.

2. The status of the component (repaired, inspected, overhauled, etc.) shall appear in block 11 with any relevant comments including detailed references to approved data, Ads, etc., in block 12. Example: "Overhauled in accordance with CMM 111, Section X, Rev 2, S/B 23 and FAA AD xyz complied with. Full details held on WO 456."

3. Block 12 shall also contain the following statement: "Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA
Part-145 Approval Number: "EASA 145....."

For the Boeing Company to accept electronically signed authorized release certificate (FAA 8130-3), Seller/ Certificate holder have a current FAA Approved OPS Spec A025, Electronic/Digital Recordkeeping System, Electronic/Digital Signature, and Electronic Media approval and provide the FAA Approved OPS Spec A025 information to Boeing Company. In addition, the Boeing Company may elect to review the procedures associated with the A025 and the seller may be require to demonstrate access and controls for personnel who are authorized to return to service, articles under the repair station cert as required in Section145.157 entitled Personnel authorized to approve an article for return to service.

In the absence of the A025 authorization, the person retuning the article to service must provide an original signature on the FAA form 8130-3 Return to Service.

If Seller is located in the United States and performs safety-sensitive functions, as described in 14 CFR 120, Drug and Alcohol Testing Program, Seller must be able to demonstrate compliance with the antidrug and alcohol misuse prevention programs for personnel engaged in safety-sensitive functions, including subcontracts at any tier, for work accomplished under this contract.

In this regard, Seller must provide along with other documents and certifications a copy of the

1. Form A449 (Antidrug and Alcohol Misuse Prevention Program)

Or

2. The FAA signed Antidrug Plan/AMPP Certification Statement
for your facility with each shipment of work accomplished under this contract.

Or

3. A statement made in the 8130-3 Authorized Release Certificate block 12 that states
"This repair/modification/overhaul/inspection was performed with personnel who were part of
a current drug and alcohol testing program as required by 14CFR120."

Or

4. A statement in the pack slip signed and dated by the appropriate Quality Assurance
personnel that states "This repair/modification/overhaul/inspection was performed with

personnel who were part of a current drug and alcohol testing program as required by 14CFR120."

If Seller meets the definition of a hazmat employer under 49 CFR 171.8 definitions and abbreviations, Seller must have a hazardous materials training program that meets the training requirements of 49 CFR 172, subpart H, training.

With respect to Repair Data & Equivalent Processes, as used herein, "Service Engineering" is a business unit under Boeing Customer Support Engineering and part of Boeing Commercial Aviation Services.

Seller will accomplish any additional required repairs or alterations which fall outside of the allowed scope of the maintenance, overhaul, and repair manual system, as directed and approved by Boeing (or where applicable the original equipment manufacturer) Service Engineering. Before the seller accomplishes any repairs or alterations that require plating, inorganic coatings, non destructive inspection/testing, fuel tank coatings and sealants, wire labeling and controlled thermal heat treatment processes that may be deemed equivalent but are not expressly specified in the MRO manual system, such Repairs or alterations must be approved in writing by the original equipment manufacturer prior to usage.

All SRM, AMM, CMM, Overhaul Manual, SOPM, BAC, BSS or other OEM instructions as applicable to the Maintenance, Repair, Overhaul and or Modification in this contract that contain the phrases such as, but not limited to, 'recommendations or recommended practices' etc. will be considered as Seller requirements pertaining to the instructions for Maintenance, Repair, Overhaul and or Modification for this contract.

(177)

Q47 15 AUG 2020 Note Text Revised
 18 MAY 2017 Note Text Revised
 01 OCT 2015 Note Text Revised
 01 JUL 2015 Note Text Revised
 01 OCT 2012 Note Added

[Revision Details](#)

(178) MAINTENANCE, REPAIR, OVERHAUL, FAA REGULATED AND CERTIFICATED
 REQUIREMENTS SPECIAL PROCESS DOCUMENTATION & VERIFICATION RECORDS

SELLER'S CERTIFICATED REPAIR STATION IS REQUIRED TO KEEP DOCUMENTED OBJECTIVE EVIDENCE IN THE FORM OF RECORDS AS PART OF THE MAINTENANCE, REPAIR AND OVERHAUL STATEMENT OF WORK PER BOEING OR OTHER OEM REPAIR DATA FOR THE FOLLOWING:

1) VERIFIABLE DOCUMENTED OBJECTIVE EVIDENCE OF:

- a) Pyrometric certification and controls of ovens, autoclaves and other pyrometric equipment used for processing of parts, i.e., post plate baking, stress relieving, heat blanket repair and autoclave processing.
- b) Equipment being calibrated over the range of usage for the equipment.

c) Periodic tool inspection for assembly tools to assure tool fitness for use and configuration.

2) VERIFIABLE DOCUMENTED OBJECTIVE EVIDENCE THAT:

a) The required and actual data for chemical and temperature control requirements for chemical process solutions used during chemical processing and plating of product during repair and overhaul activities were within acceptable ranges during processing i.e. anodizing, chemical treatment of aluminum, cadmium plating, chrome plating, nital etch, rinse tanks etc.

b) The required and actual process acceptance criteria and testing that verify necessary processes were accomplished and within required repair data parameters during repair and overhaul of parts, i.e., hydrogen embrittlement testing using notched tensile specimens, Boeing plating porosity meter, adhesion testing, hardness testing, corrosion testing, appearance, etc.

c) Specified coating thickness for organic and inorganic coating post process are directly measured and within acceptable ranges as defined by repair data, i.e., chrome plate thickness, cadmium plating thickness, paint thickness, etc.

d) Adhesion testing (dry, wet or solvent tape adhesion testing) is required for all applications of organic coatings (primer, topcoat or surfaces) on metallic or Non-metallic substrates per SOPM, D6-5000 (Special Commercial Airplane Company finish codes or F-Codes) or BAC/BSS Specification requirements. When no requirement is specified for application of organic coating in the SOPM or CMM Reference, the BAC/BSS Reference or D6-5000 finish code requirements will be used for testing of organic coating adhesion.

3) VERIFIABLE DOCUMENTED OBJECTIVE EVIDENCE OF REQUIRED AND ACTUAL REPAIR DATA FOR METAL CONDITIONING AND MACHINING INCLUDING:

a) All shot peen required and actual parameters (manual and automated) as well as demonstration of intensity and saturation curves.

b) All alloy steel and chrome grind required and actual parameters including grinding machine identification, wheel material information (material type, grit size, hardness, bond and structure), feeds (cross, down), speeds (wheel and work), and records of required periodic wheel dressing.

c) Stress relieve oven identification as well as records of times and temperatures.

d) Records of testing for heat damage post machining or grinding including method used and result of inspection.

4) VERIFIABLE DOCUMENTED OBJECTIVE EVIDENCE OF REQUIRED AND ACTUAL REPAIR DATA FOR NON-METALLIC (COMPOSITE & ADHESIVE) REPAIRS AND MODIFICATIONS INCLUDING:

a) Parts and materials used in repair or modification,

b) 'Out Time' Records for materials that demonstrate that time and temperature records from for materials that demonstrate that time and temperature records from 'Out Time' until cure are within material data requirements supplied by repair and or material OEM,

c) Composite ply lay-up and orientation,

d) Documented location and size of composite repair,

e) Pre cure processing of composite repair (compaction and/or debulk),

f) Cure time, temperatures, pressures and vacuum parameters and post cure inspection data including composite repairs, adhesive application requiring room temperature or elevated cures with or without vacuum pressure.

If composite repairs are carried out for this purchase order, Section 4 above, also outlined in the D6-86065, is required. Additionally, a plan must be in place within 3 months for full compliance to the requirements of D6-86065, with an implementation date not to exceed 18 months.

5) VERIFIABLE DOCUMENTED OBJECTIVE EVIDENCE OF REQUIRED AND ACTUAL INSPECTION PROCESS PARAMETERS AND METHODS FOR NON DESTRUCTIVE TESTING (NDT) INSPECTIONS AND THE RESULTS OF THOSE INSPECTIONS.

6) VERIFIABLE OBJECTIVE EVIDENCE OF SELLER'S ABILITY TO ACCESS AND REVIEW BOEING AND BOEING'S AGENTS PURCHASE ORDER NOTES AND REQUIREMENTS.

Boeing requires that the provisions/requirements set forth above be included in seller's direct supply contracts (contracted maintenance) as well as the obligation that they be flowed to the sub-tier supply chain. For purpose of this note, supply chain shall mean seller's complete network of materials, equipment, information and services integrated into products and services. It focuses on direct and lower tier suppliers.

Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records as stated in the Q09 clause of this purchase order.

(179)

Q52	15 AUG 2020 Note Text Revised	Revision Details
	01 OCT 2019 Note Text Revised	
	14 OCT 2011 Note Text Revised	
	01 OCT 2004 Note Text Revised	
	01 JAN 2003 Note Text Revised	
	01 JAN 2002 Baseline Note	

(180) Seller warrants that the items to be delivered hereunder will conform to their approved design, are in a condition for safe operation, and meet Technical Standard Order (TSO) number ***** issued by the Federal Aviation Agency. NOTE: Foreign suppliers of TSO items must attach a certificate of airworthiness to each article.

(181)

Q60 15 AUG 2020 Note Text Revised
 01 OCT 2004 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

- (182) The Seller shall include with each shipment two copies of the results of the lot, batch or item acceptance tests required by the applicable specification. Test reports shall include control identity (e.g., heat, lot, batch, serial number) of material/item tested, actual values when applicable, and shall be signed by the Sellers authorized agent. The report shall establish the quality of material/items associated with each traceability number shipped. Place one copy with the shipping documentation and one copy on the inside of the shipping container.

(183)

Q64 15 AUG 2020 Note Text Revised
 01 JUL 2013 Note Added

[Revision Details](#)

- (184) The Seller shall include with each shipment two copies of an affirmation that the lot, batch or item shipped has met acceptance tests required by the applicable specification. The affirmation shall include control identity (e.g. heat, lot, batch, serial number) of the material/item and shall be signed by the Seller's authorized agent. Place one copy with the shipping documentation and one copy on the inside of the shipping container. No test report copies are required to accompany the shipped parts. In the event that Boeing engineering determines a need to obtain the test report for the material/items listed in the affirmation document, Boeing will make a separate request to the supplier to have supporting test report data submitted electronically using the Supplier Data Transmittal (SDT) web tool.

(185)

Q66 15 AUG 2020 Note Text Revised
 01 OCT 2007 Note Text Revised
 01 OCT 2004 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

- (186) Seller is granted direct ship authorization by Boeing for parts shipped on this order only.

THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON ALL SHIPPING DOCUMENTS:

It is hereby certified that (A) The parts and/or materials reflected herein were produced under Federal Aviation Administration approved manufacturing and quality control systems/methods as set forth in FAA Production Certificate NO. 700 issued to The Boeing Company and (B) Such parts and/or materials are new and in an airworthy condition.

(SIGNED)

SUPPLIER QUALITY ASSURANCE (TITLE)

IF SELLER HAS BEEN DELEGATED INSPECTION AUTHORITY PLACE FOLLOWING STATEMENT ON
PACKSLIP:

"Delegated Boeing inspection authority has been granted for this supplier".

(187)

Q82	15 AUG 2020 Note Text Revised	Revision Details
	01 APR 2018 Note Text Revised	
	01 JAN 2014 Note Text Revised	
	01 JUL 2011 Note Text Revised	
	01 JAN 2002 Baseline Note	

(188) Parts on this shipment must have FAA parts manufacturers approval in accordance with Federal Aviation Regulation 14CFR21.9 and be identified in accordance with Federal Aviation Regulation 14CFR45.15.

The following note is to be placed on the packing sheets of the shipment and signed by a person within your organization with responsibility for the conformity of the part to the FAA type certified engineering drawing.

It is hereby certified that, (A) The parts and/or materials reflected herein were produced under a Federal Aviation Administration approved manufacturing and quality control system as set forth in Federal Aviation Regulation 14CFR Part 21, AND (B) All parts and/or materials are certified new, conform to their approved design and are in a condition for safe operation.

(189)

Q83	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2017 Note Text Revised	
	01 APR 2014 Note Text Revised	
	01 APR 2011 Note Text Revised	
	01 OCT 2009 Note Added	

(190) This article requires an FAA 8130-3 authorized release certificate executed by an authorized Boeing ODA unit member.

Seller shall contact the Boeing procurement agent ten (10) days prior to ship date to arrange for an authorized Boeing ODA unit member to execute the authorized release certificate before shipping article.

(191)

Q89	15 AUG 2020 Note Text Revised	Revision Details
	01 APR 2015 Note Text Revised	
	01 OCT 2012 Note Text Revised	

01 JAN 2008 Note Text Revised
01 OCT 2004 Note Text Revised
01 JAN 2002 Baseline Note

- (192) This article requires an authorized release certificate. The authorized release certificate is to be executed by the Non-U.S. seller country airworthiness authority or their authorized designee.

Seller shall contact the airworthiness authority representative that normally services the sellers facility to arrange for the application of the Authorized Release Certificate. Seller may contact the Boeing procurement agent for further assistance as required.

(193)

Q91	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2008 Note Text Revised	
	01 OCT 2007 Note Text Revised	
	01 OCT 2004 Note Text Revised	
	01 JAN 2004 Note Added	

- (194) For Boeing source acceptance the Boeing Quality representative will sign the statement.

Seller is granted direct ship authorization by Boeing for parts shipped on this order only.

THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON ALL SHIPPING DOCUMENTS:

It is hereby certified that (A) The parts and/or materials reflected herein were conformed in accordance to Federal Aviation Administration manufacturing and quality control systems/methods as set forth in FAA Production Certificate NO. 700 issued to The Boeing Company. AND (B) Such parts and/or material are new and in an airworthy condition.

SIGNED:

TITLE:

(195)

Q96	15 AUG 2020 Note Text Revised	Revision Details
	01 APR 2015 Note Text Revised	
	21 JAN 2011 Note Text Revised	
	01 JAN 2008 Note Added	

- (196) This article requires an FAA 8130-3 authorized release certificate executed by an authorized Boeing ODA unit member.

Seller shall contact the Boeing procurement Agent three (3) days prior to ship date to arrange for an authorized Boeing ODA unit member to execute the authorized release certificate before

direct shipping article to customer. It is Sellers responsibility to meet any special import requirements of the country to which the part is shipped.

(197)

Q97	15 AUG 2020 Note Text Revised 01 JAN 2017 Note Text Revised 01 APR 2014 Note Text Revised 01 APR 2011 Note Text Revised 01 JUL 2009 Note Added	Revision Details
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(198) Articles shall ship from the supplier/manufacturing location to the airline customer's, bonded, controlled, preposition warehouse.
Seller is granted direct ship authorization by Boeing for parts shipped on this order only.

Seller must provide evidence of acceptance by its quality assurance department on all shipments. A signed, dated statement on the packing sheet certifying its quality assurance department has inspected the parts and they adhere to all applicable drawings and/or specifications.

Boeing source acceptance is required. Notify the Boeing quality assurance representative that services your facility via the Supplier Quality Information System (SQIS) system 10 days in advance of required source activity. Boeing source acceptance shall not be delegated on the pre-positioning direct ship orders. In the event you are unable to access SQIS contact the Boeing field representative, or Boeing procurement agent for assistance.

This article requires an 8130-9 statement of conformity executed by a Boeing representative.

The 8130-9 shall not be delegated to the supplier even in cases where the supplier has been granted 8130-9 delegation in support of an 8120-10.

This article also requires an FAA 8130-3 authorized release certificate executed by an authorized Boeing ODA unit member.

Seller shall contact the Boeing procurement agent ten (10) days prior to ship date to arrange for an authorized Boeing ODA unit member to execute the authorized release certificate before direct shipping article to customer.

(199)

Q98	15 AUG 2020 Note Text Revised 01 OCT 2009 Note Added	Revision Details
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(200) Article shall ship from the supplier/manufacturing location identified on the purchase order.

Seller must provide evidence of acceptance by its quality assurance department on all shipments. A signed, dated statement on the packing sheet certifying its quality assurance

department has inspected the parts and they adhere to all applicable drawings and/or specifications.

Boeing source acceptance is required. Notify the Boeing quality assurance representative that services your facility via the Supplier Quality Information System (SQIS) system 10 days in advance of required source activity. Boeing source acceptance shall not be delegated on the pre-positioning orders. In the event you are unable to access SQIS contact the Boeing field representative, or Boeing procurement agent for assistance.

This article requires an 8130-9 statement of conformity executed by a Boeing representative. The 8130-9 shall not be delegated to the supplier even in cases where the supplier has been granted 8130-9 delegation in support of an 8120-10.

(201)

R08	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2002 Baseline Note	

(202) All composite raw materials listed in D1-4426, "Boeing Approved Process Sources" Shall be shipped or manufactured by sources specified therein. All metallic raw materials listed in D1-4426, "Boeing Approved Process Sources" Shall be supplied by sources therein or a United States source. If you are not presently on distribution for the document, a copy may be obtained by contacting the procurement representative whose name appears on the face of this order.

(203)

R59	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2002 Baseline Note	

(204) Supplier will use D1-4426, "Boeing Approved Process Sources", and furnish test reports and processor certification with each shipment.

(205)

S01	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2002 Baseline Note	

(206) Work under this order is subject to Boeing surveillance at supplier's plant. Boeing quality control representative may elect to conduct inspection either on a random basis or to the extent of 100 percent inspection. Supplier will be notified if Boeing inspections is to be conducted on specific shipments. No shipments are to be held for Boeing inspection unless notification is received prior to, or a time of, material being ready for shipment.

(207)

S09	15 AUG 2020 Note Text Revised	Revision Details
	01 OCT 2013 Note Text Revised	

01 APR 2011 Note Text Revised
01 OCT 2004 Note Text Revised
01 JAN 2002 Baseline Note

(208) FAA and/or Foreign Civil Airworthiness Authority (FCAA) conformity inspection and certification is required for items procured on this purchase document. Unless otherwise indicated, Seller shall contact an authorized Boeing ODA delegated manufacturing and maintenance unit member or the local FAA/FCAA representative for inspection and certification.

Unless otherwise indicated, the conformity inspection shall be performed at the Seller or subcontractors point of manufacture as deemed necessary to verify product conformance to type design.

Seller shall include the original FAA form 8130-3 with the shipment. Foreign government equivalents to FAA form 8130-3 are acceptable for imported product.

For a Seller located in a country without a United States Bilateral airworthiness agreement, the FAA may elect to conduct the inspection in accordance with paragraph 2 above, or upon arrival of the product in the U.S.

(209)

S16 15 AUG 2020 Note Text Revised
30 SEP 2017 Note Text Revised
01 JUL 2016 Note Text Revised
01 OCT 2010 Note Text Revised
01 APR 2009 Note Text Revised
01 OCT 2004 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

(210) BOEING SOFTWARE FIRST ARTICLE INSPECTION.

Boeing First Article Inspection (BFAI) is required for this order.

Seller shall perform Software Conformity Inspection (also referred to as FAI) in accordance with RTCA/DO-178B/C, Software Considerations in Airborne Systems and Equipment Certification, Boeing D6-35071-1, BCA Airborne Software Development Standard and AS9115.

Seller shall notify Boeing's supplier quality representative for the coordination and planning of the BFAI, prior to the start of software build and loading demonstrations. BFAI may include in-process inspections to be accomplished during performance of FAI.

At a minimum, Seller shall make available the following in support of the BFAI:

	1. Applicable purchase document	
	2. Applicable software life cycle documents as required by the Boeing Supplier Data Requirements List (SDRL) and/or RTCA/DO-178B/C	
	3. Applicable documented supplier software conformity review / software FAI	
	4. Applicable supplier Software QA findings and software problem reports	
	5. Applicable acceptance test results	
	6. Applicable record(s) of Boeing approval for SDRL items	
	7. Seller provides an assertion statement that their software artifacts and applicable life cycle documents are in compliance with the EAM (Engineering Approval Memo).	
(211)	<hr/>	
S52	15 AUG 2020 Note Text Revised 01 OCT 2019 Note Text Revised 01 APR 2016 Note Text Revised 01 APR 2015 Note Text Revised 01 APR 2009 Note Text Revised 01 OCT 2004 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
(212)	Boeing source acceptance is required. Source acceptance may include in-process activities such as processing, fabrication, witness testing in addition to final inspection. Seller shall notify the Boeing Supplier Quality Representative (SQR) that services your facility via the Supplier Quality Information System (SQIS) immediately upon receipt of this contractual requirement. The Seller shall coordinate with the SQR an acceptable date for source acceptance and provide all requested information as may be required. Seller shall provide the necessary use of the Seller's facility and equipment to perform the inspection. In the event you are unable to access Supplier Quality Information System (SQIS) contact the Boeing Field Representative, or Boeing Procurement Agent for assistance.	
(213)	<hr/>	
S56	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
(214)	For Engineering inspection only. No receiving inspection required.	
(215)	<hr/>	

Revision Details

(217)

Revision Details

(219)

Revision Details

(221)

Revision Details

(222) Parts returned to the supplier under this order for rework/repair will be accompanied by proof of supplier's inspection acceptance when resubmitted to Boeing. When No fault is found by the supplier for Non-Conforming product(s), the order will be accompanied by proof of supplier's test data and inspection acceptance. Resubmitted parts will also be accompanied by a copy of or reference to the applicable Boeing Non-Conformance document(s).

Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain means Seller's direct network of suppliers providing material, equipment, information, and services integrated into products and services.

(223)

T0089	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(224) Direct ship to Government facility *Insert what Government facility and address:)*

(225)

T0090	15 AUG 2020 Note Text Revised 01 JUL 2003 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(226) Drop ship to Boeing Seller: Include Seller's name, address and contact information
(Seller's Name, Address and Contact Information)

(227)

T22	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(228) Manufacturer of parts to be shown on packing sheets.

(229)

T27	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(230) Returnable containers will be furnished and maintained by Boeing.

(231)

T29	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(232) All production decorative laminates must duplicate in color those samples previously supplied for Boeing master color standards. The pattern must duplicate as closely as possible the samples previously submitted.

(233)

T38	15 AUG 2020 Note Text Revised 01 JAN 2009 Note Added	Revision Details
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(234) Registration, Evaluation and Authorization of Chemicals (REACH) compliance: If raw materials, parts or assemblies contain Substances of Very High Concern (SVHCs) as prescribed by EU directive EC No. 1907/2006, Registration, Evaluation and Authorization of Chemicals, identification shall be included with the shipment. This identification should list the SVHC-designated chemicals present in the purchased article and the conditions under which handling precautions should be taken.

(235)

T68	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(236) Direct Ship To:
(Customer, Address, City, State Zip, Contact Name)
CUSTOMER PO #:)
(ITEM #:)
(Boeing SPARES WORK ORDER #)*

(237)

T79	15 AUG 2020 Note Text Revised 01 JAN 2013 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(238) Part(s) are to be identified and marked per D950-11261-1.

(239)

T80	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(240) Container will be marked in approximate two inch high letters in red ink "RED LABEL".

(241)

T86	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(242) Apply marking on exterior of carton identifying the hydrostatic test date, manufacturing date and serial number of all pressure vessels and/or manufacturing date of all explosive devices contained within and transported to The Boeing Company.

(243)

T87	15 AUG 2020 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(244) When authorized by Boeing and with the exception of those shipments moving UPS (which must be prepaid), mark bills of lading or airbills. Bill to:

The Boeing Company
ATTN: TRAFFIC MANAGEMENT M/S 3N-65
PO BOX 3707
SEATTLE, WA 98124

The Boeing purchase order must appear on the Bill of Lading or Airbill. Failure to do so will result in non-payment.

(245)

U06	15 AUG 2020 Note Text Revised	Revision Details
	01 APR 2016 Note Text Revised	
	01 JAN 2015 Note Text Revised	
	01 JAN 2002 Baseline Note	

(246) Notify Boeing's procurement representative by email or telephone on day of shipment; Advising Air Bill, Flight Number, Number or Containers, Weight and Any Other Data Pertinent To Tracing Shipment.

(247)

U10	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2002 Baseline Note	

(248) Boeing will furnish material as specified for this PO. Do not substitute any material without prior approval from the Boeing's procurement representative. Supplier is responsible for all rejections other than defective material received from Boeing.

(249)

U103	15 AUG 2020 Note Text Revised	Revision Details
	30 SEP 2017 Note Added	

(250) The supplier Acceptance Test Procedure (ATP) is intended to provide reasonable assurance that a NEW part/component meets the minimum requirements for fit, form and function for its intended use. The ATP is insufficient as a standalone investigation tool for a specific documented nonconformance, unless a step within the ATP specifically accounts for/tests for the identified nonconformance.

Supplier investigation of documented NON-CONFORMING product(s) shall lead the supplier to "eliminate the cause(s) of the nonconformity, in order that it does not recur or occur elsewhere" (QMS AS9100) or produce evidence that the supplier is not at fault.

(251)

U104	15 AUG 2020 Note Text Revised	Revision Details
	01 OCT 2019 Note Added	

(252) The following Environmental Health and Safety (EH&S) provisions will apply.

1. Prohibited Substances. Seller shall not deliver Product that contains any asbestos mineral fibers, Polychlorinated biphenyls ("PCB"s), pentabromodiphenyl ether ("PentaBDE"), octabromodiphenyl ether ("OctaBDE"), and decabromodiphenyl ether ("DecaBDE").
2. Safety Data Sheets. If Seller supplies Boeing with a Product for which a safety data sheet is required by the United States Occupational Safety & Health Act and its implementing regulations, Supplier shall prepare and supply to Boeing a safety data sheet in English that complies with (i) 29 C.F.R. § 1910.1200 and (ii) Article 31 of Regulation (EC) No 1907/2006 (REACH).
3. Product Related Chemical Compliance Information. Upon request from Boeing, Seller shall promptly provide to Boeing, in a form and format specified by Boeing, such information regarding the chemical composition of the Products as may be reasonably required by Boeing to comply with any laws, regulations, or contractual requirements applicable to the use, sale, or distribution of the Products by Boeing or as part of any Boeing product or service.

(253)

U38 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(254) No data or information pertaining to this order will be discussed with or released to any person or entities without prior written approval by the procurement representative.

(255)

U43 15 AUG 2020 Note Text Revised
 01 JUL 2015 Note Text Revised
 01 JAN 2015 Note Added

[Revision Details](#)

(256) NOTIFICATION OF ESCAPEMENT (NOE) PROCESS FOR 'IN-SERVICE' PRODUCT UNDER MAINTENANCE, REPAIR, OVERHAUL, INSPECTION OR MODIFICATION SERVICES

In addition to other reporting requirements for notification of escapements, the seller shall provide written notification to Boeing in the English language within one (1) business day when a nonconformance is determined to exist, or is suspected to exist, on products already delivered

to Boeing or Boeing's customer. Written notification shall include:

- A. Affected process or product number and name
- B. Applicable purchase order number(s) quantity and dates delivered
- C. Description of the problem (i.e., what it is and what it should be)
- D. Affected drawing number(s) and zone(s)
- E. Suspect/affected serial number(s) or date codes, when applicable
- F. Proposed actions/requests (i.e. units to be checked, recording required, method of check, etc.)

This notification is required irrespective of component type, aircraft type, aircraft program or

suspected cause of the non conformance for all product(s) under maintenance, repair, overhaul, inspection or modification services where a nonconformance is determined to exist, or is suspected to exist. Notification shall include above information as a minimum.

The seller shall notify the Boeing procurement representative who manages the purchase contract, the supplier quality representative and use any such reporting methods as assigned and communicated by Boeing. Written notification shall be submitted to Boeing via email. Email non-proprietary information to smpsi@Boeing.com

(257)

U52	15 AUG 2020 Note Text Revised	Revision Details
	24 NOV 2015 Note Text Revised	
	01 OCT 2015 Note Suspended	
	01 JAN 2002 Baseline Note	

(258) This order covers the reconditioning of material rejected on Boeing Non-Conformance Record (NCR) or rejection tag no.(s):

(259)

U53	15 AUG 2020 Note Text Revised	Revision Details
	01 OCT 2004 Note Added	

(260) Seller is required to immediately notify Boeing if a new replacement part will be provided in lieu of returning the part received on this order. New replacement parts must be manufactured under a Boeing approved quality system and are subject to Boeing production order inspection requirements. Seller must provide evidence of product acceptance by its quality assurance department including a statement that part serial number **** is a new part replacement for part serial number ****.

(261)

U56	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2002 Baseline Note	

(262) Manufacture per latest *(Supplier Name)* drawing and applicable deviations.

(263)

U66	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2002 Baseline Note	

(264) Submit a minimum *(insert # of production samples)* samples from the production run to Boeing for engineering approval of *(production samples)* prior to shipment of the production order.

(265)

Revision Details

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(275)

U81 15 AUG 2020 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(276) Within 10 days following shipment of parts to the supplier, the following information must be provided in written form to Boeing:

1. Total dollar of labor;
2. Total dollar amount of material;
3. Itemized list of components;
4. Reason for denial of warranty claim.

(277)

U85 15 AUG 2020 Note Text Revised
 01 JAN 2017 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(278) A/L Customer *****, A/P*****, Flight Hours *****, Cycles *****. Two copies of all rework performed must accompany shipment. Data to be included, (1) List of parts replaced, (2) Deviation from overhaul manual, drawings or specification, (3) MRB departures, (4) Authorized options used.

(279)

U89 15 AUG 2020 Note Text Revised
 01 OCT 2019 Note Text Revised
 01 JUL 2018 Note Text Revised
 30 SEP 2017 Note Text Revised
 01 JUL 2015 Note Text Revised
 01 OCT 2013 Note Text Revised
 01 OCT 2006 Note Text Revised
 01 APR 2006 Note Text Revised
 01 JUL 2005 Note Text Revised
 01 JAN 2003 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

(280) The Boeing company maintains a State of Washington explosives purchaser license for purchases from manufacturers or suppliers located within the state of Washington (LICENSE NUMBER EXPU00018465, EXPIRES 2/15/2021). A current list of employees authorized to order explosives within the State of Washington will be provided (WAC 296-52-63020) and updated as changes occur.

(281)

U90 15 AUG 2020 Note Text Revised
 01 OCT 2019 Note Text Revised

[Revision Details](#)

30 SEP 2017 Note Text Revised
01 JUL 2015 Note Text Revised
01 OCT 2013 Note Text Revised
01 OCT 2006 Note Text Revised
01 JUL 2005 Note Text Revised
01 JAN 2002 Baseline Note

(282) The Boeing company maintains an ATF 'user of explosives' permit for explosives acquisition, storage and distribution activities at the Everett, Everett Modification Center, Gary (IN), North Boeing Field, Renton and Southpark facilities (PERMIT NUMBER 9-WA-033-33-1H-90239, EXPIRES AUGUST 1, 2021). The Boeing Company maintains an ATF 'manufacturer of explosives' license for domestic acquisition, storage and distribution of explosives in interstate commerce at the Boeing South Carolina facility (LICENSE NUMBER 1-SC-019-20-0H-00197, EXPIRES 8/1/2020). The Boeing Company maintains an ATF 'importer of explosives' license for the importation of foreign manufactured or foreign sourced explosives at the Boeing South Carolina facility (LICENSE NUMBER 1-SC-019-23- 0H-00196, EXPIRES 8/1/2020). The Boeing Company maintains an ATF 'manufacturer of explosives' license for domestic acquisition, storage and distribution of explosives in interstate commerce at the Boeing San Antonio, TX facility (LICENSE NUMBER 5-TX-029-20-2D-01433, EXPIRES 4/1/2022). The Boeing Company maintains an ATF 'importer of explosives' license for the importation of foreign manufactured of foreign sourced explosives at the Boeing San Antonio, TX facility (LICENSE NUMBER 5-TX-029-23-2D-01442, EXPIRES 4/1/2022).

(283)

U91 15 AUG 2020 Note Text Revised
01 JUL 2015 Note Text Revised
01 OCT 2006 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

(284) The Boeing Company FEIN Number is 91-0425694. The intended use of the explosive materials is for Commercial Airplane Production or Airplane Spares. Principle Address (The Mailing Address on all Firearms and Explosives Licenses and Permits) is PO Box 3707, M/C 9U4-22, Seattle, WA 98124.

(285)

U92 15 AUG 2020 Note Text Revised
01 OCT 2019 Note Text Revised
01 JUL 2015 Note Text Revised
01 JUL 2007 Note Text Revised
08 JUL 2004 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

(286) The supplier will ensure the proper routing, packaging, labeling, and marking of the materials for shipment. This will be in accordance with any and all state and federal standards.

This includes, but is not limited to:

- * In accordance with the hazardous material regulations of the DOT 49 CFR, Hazardous Materials Regulations.

- * The technical instructions for the safe transport of dangerous goods by air (International Civil Aviation Organization): Dangerous Goods Regulations (International Air Transport Association).

- * Hazards Communication Standard, 29 CFR 1910.1200, if applicable. Include a safety data sheet (SDS) with the hazardous material shipment.
An additional copy of the SDS must be routed to:

MSDS@Boeing.com

Or

EHS ATTN: SDS GROUP
THE BOEING COMPANY
PO BOX 3707, MC 9U4-20
SEATTLE, WASHINGTON 98124-2207

(287)

U94	15 AUG 2020 Note Text Revised	Revision Details
	01 JUL 2018 Note Text Revised	
	01 JUL 2015 Note Text Revised	
	01 OCT 2013 Note Text Revised	
	01 OCT 2006 Note Text Revised	
	01 APR 2006 Note Text Revised	
	01 FEB 2003 Note Text Revised	
	01 JAN 2002 Baseline Note	

(288) The Boeing Company maintains an ATF dealer of explosives license for explosives acquisition, storage and distribution activities at the BGS Seattle Distribution Center (BOEING GLOBAL SERVICES COMMERCIAL AIRPLANE GROUP, 2001 S. 142ND ST., SEA-TAC, WA. 98168-3713, LICENSE NUMBER 9-WA-033-27-1A-12229, EXPIRES 1/1/2021).

(289)

U96	15 AUG 2020 Note Text Revised	Revision Details
	01 JAN 2002 Baseline Note	

(290) CAUTION: Part received on this PO may contain Skydrol (BMS3-11). Please take appropriate handling precautions.

(291)

W201 15 AUG 2020 Note Text Revised
 01 JAN 2015 Note Added

[Revision Details](#)

(292) Product that deviates from drawing, engineering specification or OPSP requirements must be rejected and dispositioned by a Boeing Approved Material Review Board (MRB) representative. Sellers that do not have Boeing MRB approval must submit Supplier Notifications of Nonconformance (SNNs) to Boeing Procurement Representative and BCW Supplier Quality group at WPGPQA@boeing.com and ensure completion prior to shipment. All SNN numbers must be listed on the Certificate of Conformance and the product, adjacent to part identification. Copies of completed rejection tags with SQ buy-off are to be included with the shipment. Shipments of product or material controlled by an open SNN must be in single increments unless otherwise approved. A copy of the SNN must accompany the shipment and product must be shipped in a separate container.

(293)

W210 15 AUG 2020 Note Text Revised
 01 JUL 2015 Note Text Revised
 01 JAN 2015 Note Added

[Revision Details](#)

(294) 787 Data Requirements for Drop Shipments of Serialized Parts
Seller shall provide data requirements for products that have components that serialization (as defined by engineering), delivered on behalf of Boeing Winnipeg to a non-Winnipeg address, by completing Boeing Winnipeg Form #For-0047 and forwarding to Boeing Winnipeg prior to shipment as instructed by the Boeing Procurement Agent. Each serialized part shall be listed on its own form.

(295)

A05 15 AUG 2020 Note Suspended
 01 JAN 2002 Baseline Note

[Revision Details](#)

(296) THE FOLLOWING CLAUSE AMENDS CLAUSE 5 OF FORM ADX 2779: "UPON ACCOUNTABLE TOOLS BECOMING SUBJECT TO THE PROVISIONS OF THIS ORDER, SELLER'S LIABILITY AND ACCOUNTABILITY FOR SUCH TOOLS WILL BE THE SAME AS THAT PRESCRIBED IN THE CONTRACT CLAUSE SET FORTH IN 7-104.24 (C), WHICH CLAUSE IS HEREBY INCORPORATED HEREIN BY REFERENCE."

(297)

A103 15 AUG 2020 Note Suspended
 08 JUL 2004 Note Text Revised
 01 OCT 2002 Note Added

[Revision Details](#)

(298) ORDERS RELEASED IN SUPPORT OF PURCHASE & SALES SCHEDULES (PSS) MAY BE IDENTIFIED AS PURCHASE RELEASES AND/OR PURCHASE SCHEDULES. THESE WILL SERVE AS AND ASSUME ALL THE REQUIREMENTS AND OBLIGATIONS OF AN ORDER AS SET FORTH IN THE APPLICABLE MASTER PROGRAM CONTRACT (MPC) OR, GENERAL TERMS AGREEMENT (GTA), SPECIAL BUSINESS PROVISIONS (SBP) AND ADMINISTRATIVE AGREEMENT (AA). BOEING'S OBLIGATION SHALL BE AS ESTABLISHED IN THE APPLICABLE CONTRACT OBLIGATIONS INCLUDING THIS ERP CONTRACT. IN THE EVENT SELLER OBJECTS TO ANY REQUIREMENT AS ESTABLISHED AS PART OF THE PSS PURCHASE RELEASE AND/OR PURCHASE SCHEDULE, SELLER IS REQUIRED TO ACT AS SET FORTH IN THE APPLICABLE MPC OR GTA/SBP/AA.

(299)

A12	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(300) ALL REPORTS, DRAWINGS AND OTHER TECHNICAL INFORMATION SUBMITTED TO BOEING FOR REVIEW OR APPROVAL SHALL BE IN ENGLISH AND SHALL EMPLOY THE UNITS OF MEASURE CUSTOMARILY USED BY BOEING IN THE U.S.A.

(301)

A31	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(302) THE WARRANTY AND SERVICE AGREEMENT, AS EXTENDED BY SELLER THROUGH BOEING TO ITS AIRLINE CUSTOMERS, APPLY TO THIS ORDER.

(303)

A45	15 AUG 2020 Note Suspended 01 APR 2002 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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(304) NOTWITHSTANDING CLAUSE 10, "CHANGES" OF BCA, ORDER TERMS AND CONDITIONS, FORM D1 4100 4045, REV. 10/98, IN YOUR POSSESSION, OR AS MAY BE AMENDED BY AN OVERRIDING AGREEMENT, THE FOLLOWING IS APPLICABLE TO THIS PURCHASE ORDER:

A: IN THE EVENT OF A DRAWING CHANGE RELEASED SUBSEQUENT TO ORDER PLACEMENT, IF THE CHANGE WILL NOT AFFECT DIE BLOCK SIZE, WILL NOT AFFECT RAW MATERIAL SIZE, OR WEIGHT, AND WILL NOT CHANGE YOUR FORGING OPERATION PROCESS PLAN, SUCH CHANGE WILL BE INCORPORATED AT NO CHANGE TO UNIT PRICE. IF DIE REWORK WILL BE NECESSARY, CHARGES WILL BE NEGOTIATED ACCORDINGLY.

B: IN THE EVENT OF A DRAWING CHANGE RELEASED SUBSEQUENT TO ORDER PLACEMENT, WHICH WILL CHANGE THE FINISHED FORGING WEIGHT BY MORE THAN 5 PERCENT OF YOUR CALCULATED WEIGHT, BUT THE CHANGE WILL NOT AFFECT DIE BLOCK SIZE, OR

YOUR FORGING OPERATION PROCESS PLAN, SUCH CHANGE WILL BE INCORPORATED AND THE UNIT PRICE CHANGED ONLY TO THE EXTENT OF RAW MATERIAL COST INCREASE OR DECREASE, INCLUDING RELATED BURDEN CHARGES APPLICABLE TO RAW MATERIAL COST. ANY CHANGE WHICH AFFECTS THE CALCULATED WEIGHT BY LESS THAN PLUS OR MINUS 5 PERCENT AND DOES NOT AFFECT DIE BLOCK SIZE OR YOUR FORGING OPERATION PROCESS PLAN, WILL BE INCORPORATED AT NO CHANGE TO UNIT PRICE. IF DIE REWORK IS NECESSARY, CHARGES WILL BE NEGOTIATED ACCORDINGLY.

(305)

A47	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(306) THE SUPPLIER WILL, AT ALL TIMES, KEEP ADEQUATE BOOKS AND RECORDS RELATING TO ALL WORK UNDER THIS ORDER. THESE RECORDS WILL INCLUDE RATES AND FACTORS FOR DIRECT LABOR (INCLUDING LABOR HOURS), MATERIAL COSTS, BURDEN RATES AND SUBCONTRACTS COSTS. REPRESENTATIVES OF BOEING WILL BE ACCORDED ACCESS TO REVIEW, ANALYZE AND VERIFY THESE BOOKS AND RECORDS FOR THE PURPOSE OF COLLECTING INFORMATION FOR NEGOTIATION OF PRICES FOR FUTURE ORDERS, BOEING-DIRECTED CHANGES AND TERMINATION CLAIMS.

(307)

A49	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(308) THIS ORDER IS SUBJECT TO AND INCORPORATES BY THIS REFERENCE THE GENERAL TERMS AGREEMENT BETWEEN THE BOEING COMPANY AND ***(SUPPLIER)***DATED*****.

(309)

A50	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(310) THIS ORDER IS SUBJECT TO AND INCORPORATES BY THIS REFERENCE THE SPECIAL BUSINESS PROVISIONS BETWEEN THE BOEING COMPANY AND ***(INSERT SUPPLIER NAME)***, DATED ***(INSERT DATE)*****.

(311)

A52	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(312) THIS ORDER IS SUBJECT TO ***(CONSOLIDATED AGREEMENT NO.), (GENERAL TERMS AGREEMENT), (OVERRIDING AGREEMENT)***
BETWEEN***(COMPANY/DIVISION)***AND***(SUPPLIER)***DATED

(313)

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(319)

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(321)

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01 JAN 2005 Note Text Revised
01 JAN 2002 Baseline Note

- (322) PAYMENT SERVICES CORRESPONDENCE SHOULD BE EMAILED TO:
bcaapinvoices@exchange.boeing.com
One invoice per attachment, in TIF or PDF format.

(323)

APM55 15 AUG 2020 Note Suspended [Revision Details](#)
01 JAN 2013 Note Text Revised
01 OCT 2012 Note Added

- (324) APM55 PRIOR RECEIPT AND SUBSEQUENT PAYMENT ARE BEING ADJUSTED TO REFLECT
THE ACTUAL QUANTITY RECEIVED AGAINST THE REFERENCED PURCHASE ORDER ITEM.

(325)

B02 15 AUG 2020 Note Suspended [Revision Details](#)
01 JAN 2002 Baseline Note

- (326) UPON SHIPMENT, IMMEDIATELY ADVISE BOEING'S PROCUREMENT REPRESENTATIVE OF
CARRIER, WEIGHT OF EACH CONTAINER, BILL OF LADING, CAR OR TRAILER NUMBER AND DATE
SHIPPED.

(327)

B03 15 AUG 2020 Note Suspended [Revision Details](#)
01 JAN 2002 Baseline Note

- (328) AIRMAIL A DUPLICATE COPY OF THE SHIPPING NOTICE TO THE PROCUREMENT
REPRESENTATIVE ON THE DATE OF EACH SHIPMENT.

(329)

B06 15 AUG 2020 Note Suspended [Revision Details](#)
01 JAN 2002 Baseline Note

- (330) THIS ORDER REQUIRES "FIRST LOT TRACKING". UNTIL SELLER SHIPS THE FIRST SCHEDULE
LOT OF PARTS UNDER THIS ORDER, SELLER WILL SUBMIT EACH WEEK TO BOEING'S
PROCUREMENT REPRESENTATIVE A FIRST LOT TRACKING REPORT IN THE FORM REQUIRED BY
BOEING'S PROCUREMENT REPRESENTATIVE. THIS REPORT DESCRIBES THE MANUFACTURING
STEPS FROM THE AWARD OF THE ORDER THROUGH SHIPMENT OF THE FIRST SCHEDULED LOT
OF PARTS, AS WELL AS GIVING COMPLETION DATES FOR THESE STEPS. THEREAFTER, SELLER
WILL SUBMIT WEEKLY FIRST LOT TRACKING REPORTS AT ANYTIME SHIPMENTS ARE NOT IN
COMPLIANCE WITH THE SCHEDULES SPECIFIED IN THE ORDER. BOEING'S RECEIPT OF FIRST LOT
TRACKING REPORTS WILL NOT CONSTITUTE A WAIVER BY BOEING OF ANY DEFAULT BY SELLER.

(331)

B10	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(332)	SHIP VIA PREMIUM AIR PER STANDARD SHIPPING INSTRUCTIONS.	
(333)	<hr/>	
B11	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(334)	ADDITIONAL SHIP VIA INFORMATION IS AS FOLLOWS: *****.	
(335)	<hr/>	
B29	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(336)	DIRECT SHIPPING INSTRUCTIONS WILL FOLLOW. HOLD ALL SHIPMENTS UNTIL DSI IS RECEIVED.	
(337)	<hr/>	
B39	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(338)	STRICT ADHERENCE TO THE PURCHASE ORDER DELIVERY SCHEDULE IS REQUIRED. IMMEDIATE WRITTEN NOTICE OF SHIPMENT DELAYS MUST BE GIVEN BY THE SUPPLIER TO THE BOEING PROCUREMENT REPRESENTATIVE.	
(339)	<hr/>	
B44	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(340)	SHIPPING DATE OF THIS EQUIPMENT IS OF THE ESSENCE. YOUR ACKNOWLEDGMENT OF THIS ORDER CONSTITUTES A GUARANTEE TO THE BOEING COMPANY THAT THE SHIPMENT WILL LEAVE YOUR PLANTS AS SPECIFIED. OUR PRODUCTION PLANNING WILL PROCEED UPON THIS INFORMATION.	
(341)	<hr/>	
B51	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(342)	SHIPMENT REQUIRED TO LEAVE YOUR PLANT IN ACCORDANCE WITH ITEM SCHEDULE, BUT IN NO EVENT PRIOR TO ***(DATE)***.	
(343)	<hr/>	

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(349)

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(351)

Revision Details

(353)

Revision Details

(355)

D12 15 AUG 2020 Note Suspended [Revision Details](#)
 01 JAN 2002 Baseline Note

(356) PRICES MUST BE IN UNITED STATES DOLLARS AND SHALL NOT INCLUDE ANY
ALLOWANCES FOR PAYMENT OF DUTY FOR ENTRY INTO THE UNITED STATES.

(357)

D27 15 AUG 2020 Note Suspended [Revision Details](#)
 01 JUL 2002 Note Suspended
 01 JAN 2002 Baseline Note

(358) NOTWITHSTANDING THE ABOVE DEFERRED PAYMENT TERMS BOEING MAY, AT ITS
OPTION ELECT TO PAY AT ANY TIME ALL OR PART OF THE ACCUMULATED DEFERRED PAYMENTS,
IN WHICH CASES, SUCH PAYMENT SHALL BE APPROPRIATELY CREDITED TO THE ACCUMULATED
DEFERRED BALANCE FOR THE PURPOSES OF COMPUTING INTEREST REIMBURSEMENT BY
BOEING.

(359)

D28 15 AUG 2020 Note Suspended [Revision Details](#)
 01 JUL 2002 Note Suspended
 01 JAN 2002 Baseline Note

(360) ALL INVOICES FOR DEFERRED PAYMENTS MUST BE CLEARLY IDENTIFIED FOR THAT
PURPOSE. ALL INTEREST CHARGES MUST BE MADE BY SEPARATE LINE ITEM OF THE INVOICE OR
BY SEPARATE INVOICE.

(361)

D43 15 AUG 2020 Note Suspended [Revision Details](#)
 01 JAN 2002 Baseline Note

(362) PRICES HEREIN ARE FIRM FOR SHIPMENTS SCHEDULED THROUGH ***(DATE)***. PRICES
FOR SHIPMENTS SCHEDULED ***(DATE)*** AND ON ARE SUBJECT TO APPLICABLE PUBLISHED
PRICES IN EFFECT AT TIME OF SHIPMENT. SELLER AGREES TO NOTIFY BOEING'S MATERIEL
REPRESENTATIVE AT THE TIME OF ANY CHANGE IN PRICE.

(363)

D89 15 AUG 2020 Note Suspended [Revision Details](#)
 01 JAN 2002 Baseline Note

(364) THE BOEING FURNISHED MATERIAL FOR THIS ORDER IS SUPPLIED AT *** (NO CHARGE/A
CHARGE)*** INCLUDED IN THE END PRICE.

(365)

D94	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(367)	(366) PRICES ARE FIRM.	
H70	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(368)	SHIPMENTS ONCE SCHEDULED AFTER THE DATE OF ***** HAVE BEEN CONVERTED TO ERP PURCHASE ORDER # *****.	
J09	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(370)	THE BOEING COMPANY MAY SEND ITS REPRESENTATIVES TO THE MANUFACTURER'S PLANT DURING THE FABRICATION PERIOD TO REVIEW PROGRAM STATUS.	
J10	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(372)	SUPPLIER TO SUPPLY ALL MATERIAL(S) UNLESS OTHERWISE STATED.	
J59	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(374)	CONFIRMING ***(PO/POC)*** ENTERED BY ***(NAME)**** DATED ***(DATE)***.	
J60	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(376)	CONFIRMING ***(PO/POC)*** ENTERED BY TELEPHONE CONVERSATION ON ***(DATE)***BETWEEN ****(NAMES)*****.	
J71	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
(379)	(378) THIS MATERIAL IS REQUIRED FOR: *****.	

J79 15 AUG 2020 Note Suspended [Revision Details](#)
 01 JAN 2002 Baseline Note

(380) THIS ORDER REPLACES PURCHASE ORDER *****.

(381)

Q19 15 AUG 2020 Note Suspended [Revision Details](#)
 01 JUL 2016 Note Text Revised
 01 JAN 2002 Baseline Note

(382) A Purchase Commitment Document (PCD) was issued with this purchase order. The
 purchase order note matrix referenced on the PCD is *****.

 When the PCD is in use and the ERP PO has not yet been transmitted through EXOSTAR, the
 seller is exempt from complying with the ASN barcode requirements as defined by PO Notes B91
 and C65.

(383)

T23 15 AUG 2020 Note Suspended [Revision Details](#)
 01 JAN 2002 Baseline Note

(384) ALL ITEMS TO BE INDIVIDUALLY PROTECTIVE WRAPPED AND IDENTIFIED BY BOEING
 PART NUMBER AND SUPPLIER'S NAME.

(385)

T25 15 AUG 2020 Note Suspended [Revision Details](#)
 01 JAN 2004 Note Text Revised
 01 JAN 2002 Baseline Note

(386) BOEING SPECIFICATION PARTS AND SUPPLIER-DESIGNED PARTS ARE TO BE PACKAGED
 IN INDIVIDUAL CONTAINERS BEARING THE SUPPLIER'S PART NUMBER AND THE APPLICABLE
 BOEING PART NUMBER.

(387)

T65 15 AUG 2020 Note Suspended [Revision Details](#)
 02 AUG 2005 Note Added

(388) DIRECT FORWARD TO:

CUSTOMER PO # *****

ITEM # *****
BOEING SPARES WORK ORDER *****
BOEING TRACKING NUMBER *****

(389)

T70	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(390) DIRECT SHIP TO: *****.

(391)

T71	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(392) ADDRESS BILL OF LADING/AIRWAY BILL "U.S. DEPARTMENT OF DEFENSE, C/O THE
BOEING COMPANY, *(APPLICABLE PLANT ADDRESS)*."

(393)

T72	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(394) ONE COPY OF U.S. CUSTOMS FORM 5515, SPECIAL CUSTOMS INVOICE WILL BE
ATTACHED TO AIRWAY BILL UPON SHIPMENT. COMMERCIAL INVOICE SHOWING DESCRIPTION
AND VALUE OF ARTICLES, AND COUNTRY OF ORIGIN MAY BE USED IF ARTICLES ARE VALUED
UNDER U.S. \$500.

(395)

T73	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(396) ONE COPY OF U.S. CUSTOMS FORM 5515, SPECIAL CUSTOMS INVOICE WILL BE MAILED
ALONG WITH ORIGINAL OCEAN BILL OF LADING/MOTOR FREIGHT BILL OF LADING TO: THE
BOEING COMPANY, TRAFFIC MANAGER, BOX 3707, SEATTLE, WA., 98124 USA. COMMERCIAL
INVOICE SHOWING DESCRIPTION AND VALUE OF ARTICLES, AND COUNTRY OF ORIGIN MAY BE
USED IF ARTICLES ARE VALUED UNDER U.S. \$500.

(397)

T74	15 AUG 2020 Note Suspended 01 JAN 2002 Baseline Note	Revision Details
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(398) ONE COPY OF U.S. CUSTOMS FORM 5515, SPECIAL CUSTOMS INVOICE WILL BE PLACED
IN AN ENVELOPE CLEARLY MARKED "U.S. CUSTOMS INVOICE" AND FIRMLY AFFIXED TO THE
OUTSIDE OF THE #1 CONTAINER OF EACH SHIPMENT. COMMERCIAL INVOICE SHOWING

DESCRIPTION AND VALUE OF ARTICLES, AND COUNTRY OF ORIGIN MAY BE USED IF ARTICLES
ARE VALUED UNDER U.S. \$500.

(399)

T75

15 AUG 2020 Note Suspended

[Revision Details](#)

01 JAN 2002 Baseline Note

(400)

CUSTOMS INVOICES WILL BE PRICED IN U.S. DOLLARS AND WILL NOT INCLUDE AN
ALLOWANCE FOR U.S. CUSTOMS DUTY.

27 JULY 2020

U40

15 JUL 2020 Note Text Revised

[Revision Details](#)

01 JAN 2020 Note Text Revised

01 MAY 2018 Note Text Revised

18 MAY 2017 Note Text Revised

01 OCT 2015 Note Text Revised

01 APR 2015 Note Text Revised

01 JAN 2015 Note Text Revised

01 JUL 2014 Note Text Revised

01 JUL 2013 Note Text Revised

01 JAN 2013 Note Text Revised

01 JUL 2012 Note Text Revised

01 JAN 2012 Note Text Revised

01 JUL 2011 Note Text Revised

01 APR 2011 Note Text Revised

01 JAN 2011 Note Text Revised

01 OCT 2010 Note Text Revised

01 APR 2010 Note Text Revised

01 JUL 2009 Note Text Revised

01 APR 2009 Note Text Revised

01 JAN 2009 Note Text Revised

01 JAN 2006 Note Text Revised

01 OCT 2005 Note Text Revised

08 JUL 2004 Note Text Revised

01 JUL 2004 Note Text Revised

01 JAN 2002 Baseline Note

NOTIFICATION OF ESCAPEMENT (NOE) PROCESS

Information

For Product(s) which have been delivered to or on behalf of Boeing and Seller knows or suspects that

such Product(s) are or may be nonconforming, Seller shall notify Boeing in writing as set forth herein. This applies to new or initial instances of an escape or potential escape, escapes or potential escapes that were previously identified and isolated by Boeing but Seller identifies additional units or a nonconformance cannot be verified for the same nonconformance condition.

Seller shall provide:

- a. Affected process(es) or Product(s) part number(s) and name(s);
- b. Description of the nonconforming condition and the affected engineering requirement (i.e., what it is and what it should be);
- c. Quantities, shipping dates, purchase orders and destinations of delivered shipments;
- d. Suspect/affected serial number(s) or date codes, lot numbers, or other part identifiers and airplane line units when applicable.

At a minimum, seller shall notify Boeing within 3 days from the day of discovery of known or suspect discrepancy. Submit information to Boeing in accordance with instructions listed in reference documents herein.

If the investigation to obtain all required information is not completed within 3 days from the day of discovery, submit supplier required information in section a and b and any known information elements listed in c and d to Boeing using the Preliminary Escapement Notification Form X39312. This notification requirement is applicable to all sellers, including suppliers with D-13709-4 Appendix C Escaped Product Disposition authority.

All information listed in section a, b, c, and d shall be submitted to Boeing within 10 business days from the day of discovery unless otherwise agreed upon by Boeing on a case by case basis. For sellers with D-13709-4 Appendix C Escaped Product Disposition authority, instead of submittal to Boeing, seller must provide notification to the seller's delegated material review engineers for technical review within 10 business days from the day of discovery unless otherwise agreed upon by Boeing on a case by case basis.

If the nonconformance condition has been previously identified by Boeing using a nonconformance record and a Boeing corrective action notification included Immediate Correction (IC) or Immediate Action (IA) and Root Cause Corrective Action (RCCA) has been received, the Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition).

Out of Scope

A NOE can only be used when there is a nonconformance or suspected nonconformance. A NOE is not appropriate when the component does not meet airplane level requirements (non-compliant).

Engineering Design Errors

**** Do not send Engineering design errors to BCA Supplier Quality Special Investigation Group using the NOE process.****

For Product(s) delivered which have been determined to contain engineering errors, Seller shall provide written notification to Boeing within 3 days when It is determined that Product shipped, while meeting

Seller Product definition, does not meet, or is suspected to not meet the airplane design requirements.

The written notification shall include:

- a. Affected process or Product number and name;
- b. Description of the problem (i.e. what it is and what it should be);
- c. Quantity, dates, purchase orders and destination of shipment(s) delivered
- d. Suspect/affected serial numbers or date codes when applicable.

Written notification shall be sent to:

- The Boeing procurement representative;
- The Boeing SQR that has oversight of the Seller's facility; and
- Seller and others who do not use the problem report process shall submit their notification through the following group mailbox: 787DE-PartnerDesignErrors@boeing.com.

Flow down

The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not made directly from the supply chain to Boeing). Seller shall notify Boeing of all sub-tier escapes and design errors in accordance with the respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information and services integrated into the Products and Services.

References

Seller shall reference the following documents for additional NOE instructions and requirements:

- a. The D6-84111 Document
- b. The D012Z026-01 Document (787 only);
- c. The T89 Purchase Order Note (if applicable, all programs);
- d. The D012Z028-01 Document (if applicable, 787 only)

30 APR 2020

Q124

30 APR 2020 Note Added

[Revision Details](#)

For BGS aftermarket procurement.

Article(s) on this shipment are for intended use on non-Boeing aircraft.

Article(s) on this shipment require an Authorized Release Certificate from the PAH (i.e.: FAA Form 8130-3, EASA Form One or other equivalent regulatory airworthiness approval documents) certifying the article(s) are new and were produced under an FAA Regulatory PAH authority or other National Aviation Authority (NAA) equivalent, conform to approved design

data and are in airworthy condition. Seller shall provide the original or true certified copy of the regulatory airworthiness approval document.

Industry Standard parts are not subject to the forgoing provisions, provided such parts are traceable to the manufacturer, accompanied by a conformity statement, and are in a satisfactory condition for installation.

Distributors shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.

01 JAN 2020

Q29

01 JAN 2020 Note Text Revised
16 JAN 2019 Note Text Revised
01 MAY 2018 Note Text Revised
26 FEB 2018 Note Text Revised
30 SEP 2017 Note Text Revised
18 MAY 2017 Note Text Revised
01 OCT 2016 Note Text Revised
01 JUL 2016 Note Text Revised
01 OCT 2015 Note Text Revised
01 JUL 2015 Note Text Revised
01 APR 2015 Note Text Revised
01 JAN 2015 Note Text Revised
01 APR 2014 Note Text Revised
01 JAN 2014 Note Text Revised
01 JUL 2013 Note Text Revised
31 MAY 2013 Note Text Revised
01 JAN 2013 Note Text Revised
01 APR 2012 Note Text Revised
01 JUL 2011 Note Text Revised
01 APR 2011 Note Text Revised
01 OCT 2010 Note Text Revised
01 JUL 2010 Note Text Revised
01 APR 2010 Note Text Revised
01 JAN 2010 Note Text Revised
01 JUL 2009 Note Text Revised
13 MAY 2009 Note Text Revised
01 APR 2009 Note Text Revised
01 OCT 2008 Note Text Revised

[Revision Details](#)

01 JAN 2008 Note Text Revised
01 JUL 2007 Note Text Revised
01 JUL 2006 Note Text Revised
01 APR 2006 Note Added

Seller shall comply with:

A. Boeing Form X31764

1. Seller shall comply with the requirements of Form X31764 "Boeing Quality Purchasing Data Requirements". To ensure Seller is performing to the latest Boeing Form X31764, Seller shall access this form by selecting "Supplier Quality" from the menu bar and "Other Quality Requirements" of "Doing Business with Boeing" home page located at the following URL address: <http://www.boeingsuppliers.com/>. When entering the URL, use lower case letters only. Seller shall be responsible for regularly monitoring (minimum quarterly) the URL to ensure that Seller is in compliance with the latest revision of Form X31764.

2. For purposes of this PO Note, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts as applicable based on the product requirements being procured.

B. AS/EN/JISQ 9100 Flow-Down Requirements

In accordance with AS/EN/JISQ 9100, Seller shall flow-down to its Supply Chain the applicable provisions/requirements of AS/EN/JISQ 9100.

C. PO Note Management Requirements

1. Seller shall comply with all PO Notes when required by applicable contractual agreement. Boeing PO Notes are supplemental terms and conditions that consist of both quality and non-quality assurance terms and conditions. Each PO Note is designated by code number, e.g., Q29, S68, A21, etc. PO Notes may apply to the Seller via Boeing Purchase Contract or Purchase Order, and may be referenced by Boeing solicitations and letter agreements. A PO Note may be referred to as "PO Note" or "Note".

2. Boeing may revise the PO Notes from time to time. To ensure Seller is performing to the latest Boeing PO Note, Seller shall access the latest PO Note revisions via the Boeing Partners Network (BPN) Supplier Portal View. PO Notes are listed under "My Products". When Seller reviews a PO Note revision, the PO Notes page will reflect the revision as 'Acknowledged' by Seller. Seller shall access on a quarterly basis the latest PO Note revisions via the BPN Supplier Portal by the following dates of the year: 1/15, 4/15, 7/15 and 10/15.

3. The latest PO Note revision identified by the BPN Supplier Portal is effective, and therefore applicable to the Boeing Order as of the revision date of the PO Note, unless otherwise agreed to in writing by the parties for the applicable Order.

4. If Seller does not have BPN Supplier Portal access, Seller shall contact the Boeing Procurement Representative and request the latest PO Note text by specifying the applicable PO Note code number. Seller shall make such requests quarterly by the dates specified in above paragraph "2". Upon receipt of such request, Boeing will provide the applicable PO Note text to Seller. If Seller has an ERP purchase order, but no corresponding ERP purchase contract, upon request from Seller, Boeing will provide Seller the full text of each PO Note.

01 OCT 2015 Note Text Revised
01 APR 2015 Note Text Revised
01 JAN 2015 Note Text Revised
01 JUL 2014 Note Text Revised
01 JUL 2013 Note Text Revised
01 JAN 2013 Note Text Revised
01 JUL 2012 Note Text Revised
01 JAN 2012 Note Text Revised
01 JUL 2011 Note Text Revised
01 APR 2011 Note Text Revised
01 JAN 2011 Note Text Revised
01 OCT 2010 Note Text Revised
01 APR 2010 Note Text Revised
01 JUL 2009 Note Text Revised
01 APR 2009 Note Text Revised
01 JAN 2009 Note Text Revised
01 JAN 2006 Note Text Revised
01 OCT 2005 Note Text Revised
08 JUL 2004 Note Text Revised
01 JUL 2004 Note Text Revised
01 JAN 2002 Baseline Note

NOTIFICATION OF ESCAPEMENT (NOE) PROCESS:

SELLER SHALL PROVIDE WRITTEN NOTIFICATION TO BOEING WHEN A NONCONFORMANCE IS DETERMINED TO EXIST, OR IS SUSPECTED TO EXIST, ON PRODUCT ALREADY DELIVERED TO BOEING. WRITTEN NOTIFICATION SHALL INCLUDE:

A - AFFECTED PROCESS (ES) OR PRODUCT NUMBER(S) AND NAME(S)

B - DESCRIPTION OF THE NONCONFORMING CONDITION AND THE AFFECTED ENGINEERING REQUIREMENT (I.E., WHAT IT IS AND WHAT IT SHOULD BE)

C - QUANTITIES, SHIPPING DATES, PURCHASE ORDERS AND DESTINATIONS OF DELIVERED SHIPMENTS

D - SUSPECT/AFFECTED SERIAL NUMBER(S) OR DATE CODES, LOT NUMBERS, OR OTHER PART IDENTIFIERS AND AIRPLANE LINE UNITS WHEN APPLICABLE.

NOTIFICATION MUST OCCUR WITHIN THREE (3) BUSINESS DAYS OF KNOWING ALL THE ABOVE INFORMATION. HOWEVER, IF THE CONDITION IS POSSIBLE SAFETY OF FLIGHT, SUBMIT ALL AVAILABLE INFORMATION IMMEDIATELY.

Exception: SELLERS WITH DELEGATED MATERIAL REVIEW BOARD (MRB)

AUTHORITY IN ACCORDANCE WITH D-13709-4 APPENDIX C SHALL ADHERE TO THE REQUIREMENT STATED THEREIN.

CONTACT BOEING FOR ASSISTANCE AS REQUIRED IN DETERMINATION OF POSSIBLE SAFETY OF FLIGHT.

NOTE: SUPPLIERS SHOULD REFERENCE THE FOLLOWING DOCUMENTS FOR ADDITIONAL NOE PROCESS REQUIREMENTS:

A - THE D012Z026-01 DOCUMENT, (787 ONLY)

B - THE T89 PURCHASE ORDER NOTE (IF APPLICABLE, ALL PROGRAMS)

C - THE D012Z028-01 DOCUMENT, (IF APPLICABLE, 787 ONLY)

SELLER SHALL NOTIFY THE FOLLOWING:

- THE BOEING PROCUREMENT REPRESENTATIVE,
- THE BOEING SUPPLIER QUALITY REPRESENTATIVE (SQR) THAT HAS OVERSIGHT OF SELLER'S FACILITY.

FOR PRODUCT PROCURED BY BCA PUGET SOUND, ALSO NOTIFY BCA SUPPLIER QUALITY SPECIAL INVESTIGATIONS GROUP

IF DIRECTED BY THE BOEING SQR, SUPPLIERS SHALL SUBMIT A BACKGROUND NOTIFICATION (BN) FORM TO THE BOEING SQR FOR PRE-EVALUATION AND GUIDANCE. BN FORM AVAILABLE AT THE FOLLOWING WEBSITE:

<http://www.boeing suppliers.com/d14426/index.html>, click User Instructions/ Processor Requirements, Exhibits and Appendices and Exhibit IV

FOR SUSTAINING PROGRAMS (737, 747, 767, 777, SPARES AND MRO SERVICES):

WRITTEN NOTIFICATION SHALL BE SUBMITTED TO BOEING VIA:

- THE BOEING PARTNERS NETWORK (BCA DEFAULT PROFILE), OR
- IF THE BOEING PARTNERS NETWORK IS UNAVAILABLE, EMAIL NON-PROPRIETARY INFORMATION TO smpsi@boeing.com

FOR 787 PROGRAM AND 787 SPARES:

WRITTEN NOTIFICATION SHALL BE SUBMITTED TO BOEING VIA:

- INITIATION AND SUBMITTAL OF A NOTICE OF ESCAPEMENT EMERGENT PROCESS DOCUMENT (EPD) WITHIN THE VELOCITY SYSTEM OR

- IF THE VELOCITY SYSTEM IS UNAVAILABLE, E-MAIL NON-PROPRIETARY INFORMATION TO 787NoEGP@boeing.com.

IF THE NONCONFORMING CONDITION HAS BEEN PREVIOUSLY IDENTIFIED BY BOEING USING A NONCONFORMANCE RECORD, AND A BOEING CORRECTIVE ACTION NOTIFICATION INCLUDES IMMEDIATE CORRECTION (IC), IMMEDIATE ACTION (IA) AND ROOT CAUSE CORRECTIVE ACTION (RCCA), HAS BEEN RECEIVED, THE SELLER SHALL NOTIFY THE BOEING INVESTIGATOR IDENTIFIED ON THE NOTIFICATION THAT ADDITIONAL PARTS ARE AFFECTED (SAME PART NUMBER(S)/SAME CONDITION).

NOTE: NOTIFICATION ARE IN SCOPE FOR THE NOE PROCESS WHEN THE FOLLOWING APPLIES;

- NEW PART NUMBERS, OR

- IS CONSIDERED ISOLATED BY BOEING BUT SUPPLIER FINDS ADDITIONAL UNITS, OR

- CANNOT BE VERIFIED BY VISUAL MEANS FOR THE SAME NONCONFORMING CONDITION, OR

- FOR A NEW NONCONFORMING CONDITION

A NOE CAN ONLY BE USED WHEN THERE IS A NON-CONFORMANCE. A NOE IS NOT APPROPRIATE WHEN THE COMPONENT DOES NOT MEET AIRPLANE LEVEL REQUIREMENTS (NON-COMPLIANT). PARTS THAT CONFORM, BUT DO NOT MEET REQUIREMENTS, CAN BE ADDRESSED WITH EITHER OF THE FOLLOWING OPTIONS:

- PART NUMBER ROLL INITIATED BY CHANGE REQUEST OR 95000 CHANGE AND EXPEDITED WITH AN ENGINEERING QUICK CHANGE. BAD PARTS AND PART NUMBERS CAN BE CAPTURED VIA PART NUMBER CONTROL AND OUT OF SEQUENCE INSTALLATION.

- SUPPLIER MOD LEVEL CHANGE THAT FLOWS THROUGH THE BOEING PRODUCTION SYSTEM AND THE PRE-MOD PARTS ARE ADDRESSED WITH SUPPLIER SERVICE BULLETIN. THIS OPTION IS GENERALLY NOT PREFERRED.

ENGINEERING DESIGN ERRORS:

DO NOT SEND ENGINEERING DESIGN ERRORS TO BCA SUPPLIER QUALITY SPECIAL INVESTIGATION GROUP USING THE NOE PROCESS.

FOR PRODUCT DELIVERED WHICH HAD BEEN DETERMINED TO CONTAIN ENGINEERING ERRORS: SELLER SHALL PROVIDE WRITTEN NOTIFICATION TO BOEING WITHIN THREE (3) BUSINESS DAYS WHEN IT IS DETERMINED THAT PRODUCT SHIPPED, WHILE MEETING THE SUPPLIER PRODUCT DEFINITION, DOES NOT MEET, OR IS SUSPECTED TO NOT MEET, THE AIRPLANE DESIGN REQUIREMENTS.

WHEN THE FOLLOWING IS KNOWN, WRITTEN NOTIFICATION SHALL INCLUDE:

- AFFECTED PROCESS OR PRODUCT NUMBER AND NAME
- DESCRIPTION OF THE PROBLEM (I.E., WHAT IT IS AND WHAT IT SHOULD BE)
- QUANTITY, DATES, PURCHASE ORDERS AND DESTINATION OF SHIPMENT DELIVERED
- SUSPECT/AFFECTED SERIAL NUMBER(S) OR DATE CODES, WHEN APPLICABLE.

WRITTEN NOTIFICATION BY THE SELLER SHALL BE TO:

- THE BOEING PROCUREMENT REPRESENTATIVE, AND
- THE BOEING SQR THAT HAS OVERSIGHT OF THE SUPPLIERS FACILITY, AND
- FOR 787 PROGRAM, REFER TO DOCUMENT 787N8-2693 FOR INSTRUCTIONS ON HOW TO COMMUNICATE A PROBLEM TO THE PRODUCT DEFINITION DATA (PDD) OWNER VIA THE PROBLEM REPORT PROCESS (PREFERRED METHOD) OR

- SUPPLIERS AND OTHERS WHO DO NOT USE THE PROBLEM REPORT PROCESS SHALL SUBMIT THEIR NOTIFICATIONS THROUGH THE FOLLOWING GROUP MAILBOX:787DE-PartnerDesignErrors@boeing.com

THE REQUIREMENTS SET FORTH ABOVE SHALL BE FLOWED DOWN BY SELLER TO SELLER'S SUPPLY CHAIN, WITH THE MODIFICATION THAT ALL SUPPLY CHAIN NOTIFICATION SHALL PASS THROUGH SELLER (AND NOT MADE DIRECT FROM SUPPLY CHAIN TO BOEING). SELLER SHALL NOTIFY BOEING OF ALL SUB-TIER ESCAPES AND DESIGN ERRORS IN ACCORDANCE WITH RESPECTIVE COMMUNICATION PROCESS SET FORTH HEREIN. FOR PURPOSE OF THIS NOTE, SUPPLY CHAIN SHALL MEAN SELLER'S COMPLETE NETWORK OF MATERIAL, EQUIPMENT, INFORMATION, AND SERVICES INTEGRATED INTO PRODUCTS AND SERVICES.

01 OCT 2019

Q101

01 OCT 2019 Note Text Revised
01 APR 2015 Note Text Revised
01 OCT 2012 Note Added

[Revision Details](#)

Article(s) on this shipment must have Federal Aviation Administration (FAA) Parts Manufacturer Approval (PMA), Technical Standard Order Authorization (TSOA), Production Certificate (PC) or equivalent National Aviation Authority (NAA) approval and be identified in accordance with applicable FAA or NAA Regulations.

Article(s) on this shipment may subsequently be used on a European Union aircraft. Therefore articles are required to meet the most current regulatory requirements of the MAINTENANCE ANNEX GUIDANCE (MAG) BETWEEN THE FEDERAL AVIATION ADMINISTRATION for the UNITED STATES OF AMERICA AND THE EUROPEAN AVIATION SAFETY AGENCY for the EUROPEAN UNION.

Article(s) on this shipment require an Authorized Release Certificate (i.e.: FAA Form 8130-3, EASA Form One or other equivalent regulatory airworthiness approval documents) certifying the article(s) are new and were produced under an FAA Regulatory PAH authority or other National Aviation Authority (NAA) equivalent, conform to approved design data and are in airworthy condition. Seller shall provide the original or true certified copy of the regulatory airworthiness approval document

Industry Standard parts are not subject to the forgoing provisions, provided such parts are traceable to the manufacturer, accompanied by a conformity statement, and are in a satisfactory condition for installation.

Seller's packing sheet shall reference the manufacturer's C of C and shall contain control identity of the article(s) on this shipment, as applicable. The control identification shall be traceable to

the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

Distributors shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.

In addition to requirements specified elsewhere in this clause, the following requirements apply to articles produced under FAA PMA:

PMA articles conforming to design data obtained under a licensing agreement from the Type Certificate (TC) or Supplemental Type Certificate (STC) holder must be accompanied by a shipping document that states "Produced under licensing agreement from the holder of [insert TC or STC number]."

Individual detail parts of a PMA article must be accompanied by a shipping document that identifies the detail part as a subcomponent of a PMA article.

Article(s) on this shipment certified under FAA PMA, may subsequently be exported to a European Union country. Therefore, as required in the U.S. / European Union Aviation Safety Agreement Technical Implementation Procedures, PMA certification documentation must contain one of the following statements), as applicable: "This PMA part is not a critical component" or "This PMA part is a critical component". In accordance with regulations, "Critical Component" means a part identified as critical by the design approval holder during the product type validation process, or otherwise by the exporting authority. When Airworthiness Directives (AD's) are represented as having been accomplished, the C of C shall specify AD number, AD amendment number, date, and method of compliance.

If the PMA holder is also the holder of the EASA STC design approval which incorporates the PMA part into an EASA certified or validated product, the following statement should be written in the remarks block of the FAA Form 8130-3: "Produced by the holder of the EASA STC number [INSERT THE FULL REFERENCE OF THE EASA STC INCORPORATING THE PMA]."

Q104

01 OCT 2019 Note Text Revised
01 OCT 2012 Note Added

[Revision Details](#)

1. Seller shall include with each shipment all documentation required by this purchase document including: approval for return to service documentation meeting provisions of FAA regulation 14 CFR parts 43.9, 43.11 or 43.17 including hours, cycles where required, and any tear down/inspection reports.
2. Seller shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or

operated by any government or military services.

3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The documentation shall specify AD number, AD amendment number, date, and method of compliance.

4. A description (or reference to data acceptable to the FAA) of the work performed. In either case there must be enough information provided so that a person unfamiliar with the work would be able to determine the extent of the maintenance and/or alteration performed. If the repair station is also EASA-certificated, the maintenance release must include the revision status of the technical data used to perform the work. The maintenance release must also include a record of the parts used, particularly if the maintenance involved substituting parts, such as PMA parts as applicable per FAA AC 145-9.

5. Seller shall comply with FAA Order 8130.21 latest revision. The FAA Form 8130-3 'Airworthiness Approval' tag must document the identity of maintenance documents and the associated revision status and date of each.

Q105 01 OCT 2019 Note Text Revised
 01 OCT 2012 Note Added

[Revision Details](#)

1. Seller shall include with each shipment a certified statement on the certificate of conformity (C of C) stating the following:
 - a. Article identity and condition - must use "as-is" or comparable term to describe condition.
 - b. The article(s) were produced under an FAA approved production system.
 - c. Service bulletin compliance or noncompliance.
 - d. Life/cycle limited parts status (i.e., time, time since overhaul, cycles, and history). If the article is serialized and life-limited, operational time and/or cycles are required.
2. Seller shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.
3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The documentation shall specify AD number, AD amendment number, date, and method of compliance.
4. When known, Seller shall provide a statement as to the regulatory approval the part has been manufactured under (i.e.: PMA, TSOA, PC).

Q107 01 OCT 2019 Note Text Revised
 01 APR 2015 Note Added

[Revision Details](#)

Seller shall provide evidence that the product(s) provided in accordance with this purchase document are new, with traceability to the source from which such product(s) were obtained. Seller shall provide a certified statement as to the identity and condition of each article. An article known to have been subjected to extreme stress, heat or environment (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) will not be accepted.

Seller's packing sheet shall contain control identity of the article(s) on this shipment. The control

identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

When known, Seller shall provide a statement as to the regulatory approval the part has been manufactured under (i.e.: PMA, TSOA, PC).

Q113

01 OCT 2019 Note Added

[Revision Details](#)

Seller shall strictly control all inventory of Boeing proprietary product that is in excess of purchase document quantity in order to prevent product from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide product from excess inventory that was previously rejected or returned by Boeing without prior written authorization from Boeing.

When Seller fulfills an order in support of this purchase document with product from excess inventory for which seller was the original manufacturer, seller shall be able to demonstrate traceability to the original Boeing purchase document that authorized manufacture of the product when requested by Boeing.

Q114

01 OCT 2019 Note Added

[Revision Details](#)

Seller shall flow down all requirements of this purchase document to the manufacturing facility identified within this purchase document.

Q115

01 OCT 2019 Note Added

[Revision Details](#)

Seller is required to establish and maintain a FOD prevention program in compliance with AS/EN/SJAC 9146 Foreign Object Damage (FOD) Prevention Program -- Requirements for Aviation, Space, and Defense Organizations.

Aerospace standards such as AS9146 can be obtained from SAE International at <http://standards.sae.org>

Q116

01 OCT 2019 Note Added

[Revision Details](#)

When Seller uses an Operator Self-Verification (OSV) program, Seller shall comply with the requirements set forth in SAE industry standard AS9162, "Aerospace Operator Self Verification Programs", as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller is compliant to the requirements of AS9162.

Q117

01 OCT 2019 Note Added

[Revision Details](#)

1. Seller shall furnish goods and services in accordance with all requirements of this purchase document (including descriptions, specifications, drawings and schedules), to standard commercial practices and where applicable, other specifications identified within the technical requirements documentation or other attachments which are part of this purchase document. The Seller shall ensure that all articles are of new manufacture and free of Foreign Object Debris/Damage (FOD).

2. Control of Nonconforming Product

2.1 When Boeing notifies Seller of a detected nonconformance, Seller shall immediately take action to eliminate the nonconformance on all products in Seller's control. When nonconforming

product is determined to be Seller's fault, Boeing will provide Seller with notification. Upon receipt of such notification, Seller shall develop and implement acceptable corrective action.

2.2 Seller shall maintain verification that root cause corrective action has occurred and has resolved the nonconforming condition. At the specific request of Boeing, this verification shall occur after implementation of the corrective action to ensure detected nonconformance has been eliminated. Boeing reserves the right to review the verification data at the Seller's facility or have the data submitted to Boeing.

2.3 When Seller disagrees with the determination of fault, Seller shall submit a Change of Charge (COC) request to the initiator within thirty (30) calendar days from the date of notification. The request must include the reason and documentation/objective evidence supporting the request. Failure to notify Boeing of disagreement with the determination of fault will be deemed to be a confirmation of Seller's acceptance of nonconformance responsibility.

2.4 Boeing reserves the right to reject any root cause and/or corrective action determination provided by Seller, and may request subsequent investigation and/or corrective action to either Boeing or Seller-initiated corrective action requests. If Seller is late in responding to Boeing corrective action requests, or if Boeing requires subsequent corrective action, Boeing reserves the right to withhold acceptance of shipments either at source or destination until Seller corrective action is submitted to Boeing's satisfaction.

3. Where Boeing specifications and/or processes are listed within the detail design, specification control, or envelope drawing, incorporated by this purchase document, Seller shall adhere to the latest revision of the Boeing specification and/or process, unless otherwise specified in the purchase document.

4. Boeing Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with D1-4426, Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

5. McDonnell Douglas (MD) Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with DMS2201, Procurement From Foreign Sources - Metallic Raw Materials QPL (Qualified Product List) and D1-4426 Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

6. Seller is required to maintain compliance with Boeing Approved Process Sources (D1-4426) as may be revised from time to time. This document defines the approved sources for special processing, composite raw materials, composite products, aircraft bearings, designated fasteners, and metallic raw materials.

6.1 Seller and their subcontractor(s) shall utilize sources listed in Document D1-4426 "Approved Process Sources" whenever the manufacturing and/or inspection processes listed in D1-4426 are performed on this purchase document. The current version of D1-4426 is accessible via the internet at the following web address <http://www.boeingsuppliers.com/d14426/>

6.2 Seller shall maintain actual processor certifications for all D1-4426 special processes

performed in accordance with the requirements of this purchase document. In addition to all certification requirements defined by the applicable processing specification(s), the certifications shall contain the following:

- a. The complete part number of the article(s) represented by the certification;
- b. The total quantity of the parts (for each part number) represented by the certification;
- c. The company name and address of the performing processor. The address shall include street address, city, and state;
- d. The specification number(s) and revision letter of the D1-4426 process performed.

6.3 Seller shall provide such certification upon Boeing request.

6.4 Seller's use of approved processors does not relieve Seller from verifying that the processor and the article conforms to all applicable process specification requirements.

7. Raw material must not be re-certified with respect to heat treat temper, thickness, diameter, width or cross sectional area or product form. Heat treating, machining or cutting of thicker product or other product forms shall not be supplied in lieu of specified product unless specifically authorized by Boeing. Raw material certifications for material or parts shall reflect the temper, form, and size of the raw material as originally manufactured by the raw material producer.

8. For Diversion/Offload Work, the Seller's operator shall stamp to the right of each Seller accomplished production operation on the Production Order (PO), or Seller's equivalent shop traveler. The Seller's inspector shall stamp to the right of each established inspection operation on the PO or Seller's equivalent shop traveler to certify the quality and completeness of the work operation performed.

9. When specifically requested by Boeing, Seller shall make specified quality data and/or approved design data available in the English language.

10. Seller's shipping documentation shall contain but not limited to, the following:

- a. Packing Sheet
- b. Evidence of Boeing's product acceptance, when Boeing Source Acceptance is required;
- c. A Serialized Parts List identifying parts with an assigned serial numbers. The list shall contain the part numbers, part nomenclature and part serial numbers. This list shall also include part change letters when applicable;
- d. The nonconformance/rejection tag number(s), and a copy of the nonconformance/rejection tag(s) for the articles shipped, as applicable;
- e. Control identity of the end item deliverable of raw material or purchased articles, as applicable. The control identification is traceable to the article processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots. Serial numbers are required as part of the control identity when specified by the engineering data.

Q118

01 OCT 2019 Note Added

[Revision Details](#)

1. Change in Quality Management Representative

1.1 Seller shall promptly notify Boeing of any changes in the management representative with assigned responsibility and authority for the quality system.

2. Change in Manufacturing Facility

2.1 Seller shall immediately notify Boeing in writing of any change to the name of the manufacturing facility or the manufacturing facility location of the contracted part number or

assembly. Notification shall be made to the Boeing Procurement Representative responsible for the management of this purchase document and the Boeing Supplier Quality Representative responsible for the oversight of the Seller's Quality Management System.

3. Supplier Funded Source Inspection

3.1 If the Seller fails to achieve and maintain Bronze quality acceptance rate for BCA as shown in Enterprise Supplier Performance Measurement (ESPM) or its equivalent, the Seller may be subject to Supplier Funded Source Inspection (SFSI). Furthermore, without regard to ESPM or equivalent metrics, if upon Boeing's determination, after coordination with Seller, that Seller's quality failures represent a chronic or substantial impact to Boeing, then SFSI may be implemented at Seller's Expense.

4. Seller Material Review Board (MRB) Limitations

4.1 Seller is not authorized to disposition nonconforming McDonnell Douglas (MD) Heritage design product. Requests for Boeing MRB dispositions (Use as is, Rework or Repair) of MD Heritage design shall be submitted through the Request for Assistance (RFA) using the Supplier Nonconformance Notification (SNN).

4.2 Any nonconformance of Seller's own detailed design, manufacturing, or process requirements not included in, or affecting specifications or drawings forming a part of this purchase document may be addressed by Seller's normal material review process. Seller shall not make repairs or accept without repair any nonconforming condition adversely affecting fit, form, function, performance, safety, weight, maintainability, service life, interchangeability, or appearance (where a factor) for this article.

5. Material Substitution Requests

5.1 Material Substitutions are a change to Type Design Data and require an EO/SEO to the applicable drawing, or inclusion in the Approved Material Substitution List (AMSL) or Part Specific Approved Material Substitution List (PSAMSL) as applicable. Sellers shall submit material substitution requests on a Engineering Liaison Request (ELR) to the Boeing Procurement Agent. Material substitutions listed in the AMSL or PSAMSL do not require additional Boeing authority.

Seller is authorized to utilize the listed substitutions within the guidelines and requirements of the AMSL/PSAMSL.

6. McDonnell Douglas (MD) Heritage Deliverable Software

6.1 Sellers providing Boeing with software or articles containing software shall prepare, implement and maintain a Software Quality Assurance Plan specifying the software quality assurance program. Seller shall document the plan in accordance with the requirements of Data Item Description Q-320, Software Quality Assurance Plan. (Reference Seller's Supplier Data Requirements List (SDRL). The plan and any subsequent changes thereto require Software Quality Assurance written approval prior to implementation.

7. Requirements for Delegation of Product Release Verification

7.1 When Seller delegates product verification, Seller shall conform to the requirements of AS9117, "Delegated Product Release Verification", as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system conforms to the requirements of AS9117.

AS9117 establishes minimum requirements for Seller's delegation of product verification. When delegating product verification, Seller is not relieved of the obligations under this contract.

Aerospace standards such as AS9117 can be obtained from SAE, the Society of Automotive Engineers at: <http://www.sae.org>

8. Clad Aluminum Exterior Aircraft Skins

8.1 Suppliers providing clad aluminum exterior aircraft skins per Boeing document D6-9002, "Appearance Control of Clad Aluminum Exterior Skins" shall inspect the skins per D6-85354, "Skin Quality Inspection of Clad Aluminum Exterior Skins".

9. Application of Acceptance Authority Media (AAM)

9.1 Seller shall comply with the AS/EN/JISQ 9100 requirements and 14CFR Part 21.2 regarding the application of the Acceptance Authority Media (AAM) requirements.

Seller shall, within its organization and its supply chain, ensure that the use of AAM is clearly defined within its Quality Management System (QMS).

9.2 Seller shall, upon Boeing request, be able to demonstrate evidence of communication to its employees and to its supply chain; use of AAM must be considered as a personal warranty of compliance and conformity.

9.3 Seller shall maintain compliance to the AAM requirements by assessing its process and supply chain as part of its internal audit activities. The areas of focus of this assessment shall include but not limited to:

- a. Authority Media Application Errors (i.e. Omission, Typos, Legibility, etc.)
- b. Authority Media Application Untimely Use (i.e. Documentation is not completed as planned, "Stamp/Sign as you go", etc.)
- c. Authority Media Application Misrepresentation (i.e., uncertified personnel, Falsification of documentation, Work not performed as planned, etc.)
- d. Authority Media Application Training Deficiencies (i.e. Ethics, Culture awareness, Proper Use of authority media, etc.)

10. Technical Data Control and Acceptance

10.1 After Boeing acceptance of a Seller product design, no changes shall be made without written authorization from Boeing for any change which will or may affect:

- a. Interchangeability, performance, weight, safety, reliability, service life, fit, form, function, and maintainability;
- b. Federal Aviation Administration (FAA) type certification; or
- c. Boeing Qualification status.

11. Boeing document D6-51991, "Quality Assurance Standard for Digital Product Definition at Boeing Suppliers". When Type Design Digital Product Definition (DPD) data is utilized in manufacturing, inspection and sub-tier flow-down of product definition, Seller shall have a quality system to control Type Design DPD data to the extent necessary to fulfill program requirements. Seller must obtain Boeing DPD capability approval.

12. Seller shall comply with the requirements of D33200, "Boeing Suppliers' Tooling Document." It is Seller's responsibility to comply with the latest revision of these documents.

13. When Seller utilizes test reports to accept Seller purchased raw material, the following requirements apply:

13.1 Test reports shall be checked 100% against Seller's requirements and applicable specifications.

13.2 Validation test requirement: Seller shall periodically validate test reports for raw material accepted on the basis of test reports. That validation shall be accomplished by Seller or other independent party through periodic, scheduled tests of raw material samples. Schedules for frequency of tests will be established by Seller based on historical performance of the raw

material supplier.

13.3 Seller shall retain test reports provided by the raw material supplier, as well as Seller's validation test results as quality records traceable to the conformance of Goods, as specified elsewhere in this Contract.

14. When DPS 4.505, DPS 4.804, DPS 4.712, DPS 4.813, DPS 4.814, D6-1276 or D6-17781 is referenced in the Engineering data for articles specified on this purchase document, Seller's manufacturing planning shall be approved by Boeing prior to commencing manufacture. Upon approval, Seller shall not change the manufacturing planning without first submitting changes to Boeing for re-approval.

Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services. It focuses on direct and all lower-tier suppliers

Q119

01 OCT 2019 Note Added

[Revision Details](#)

Seller shall perform 100% inspection for in-process and final inspection, or Seller shall conform to requirements of document AS9138 "Aerospace Series - Quality Management Systems Statistical Product Acceptance Requirements" as may be amended from time to time. With the exception noted herein Seller's statistical sampling procedure/plan conformance to AS9138 with minimum protection levels meeting SAE AS9138 Table A1 and C=0 will constitute Boeing Quality approval subject to restrictions noted in AS9138, Section 4.3 Safety/Critical Characteristics, and part/product Design Data sampling requirements and/or prohibitions. Buyer reserves the right to disallow a supplier's statistical methods for product acceptance for specific sites/ programs, parts or characteristics, and to conduct surveillance at Seller's facility to assess conformance to the requirements of AS9138.

Aerospace standards such as AS9138 can be obtained from SAE International at:
<http://standards.sae.org>.

Q120

01 OCT 2019 Note Added

[Revision Details](#)

Seller shall perform First Article Inspections (FAI) in accordance with AS/EN/SJAC 9102, Aerospace First Article Inspection Requirement.

Buyer may allow alternate methods of meeting the FAI requirement provided the Seller's plan is approved by the Buyer's Supplier Quality Representative (SQR) prior to initiation of the activity (e.g. for installation level drawings or wiring).

Buyer reserves the right to conduct surveillance of the Seller's FAI, referred to as Boeing First Article Inspection (BFAI). BFAI may include in-process inspections to be accomplished during performance of the Seller's FAI. When a BFAI is required, Seller will be notified via the Supplier Quality supplier data system. Seller shall coordinate and schedule BFAI activity with the Buyer's SQR prior to start of related procurement, manufacturing, and/or processing. In the event a BFAI of the Seller's FAI is scheduled, supplier shall make available to the Buyer's SQR the following:

1. Applicable purchase document, material/process certifications, manufacturing and inspection records; including inspection plans developed to identify progressive inspection checkpoints for the FAI as a result of coordination and planning with Buyer's SQR
2. Applicable design data

3. Applicable documented configuration baseline and configuration summary
4. Applicable material review actions
5. Applicable acceptance and qualification test results
6. Applicable record(s) of Boeing approval for non-Boeing drawing and test procedures
7. Seller's First Article Inspection Report (FAIR), as defined by AS9102

Seller shall maintain a copy of the closed FAI/BFAI record along with Seller's FAIR documentation.

Seller shall flow-down to its Supply Chain the FAI provisions/requirements set forth above. For purposes of this clause, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts.

Q121	01 OCT 2019 Note Added	Revision Details
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The following must be individually authorized by the Boeing Procurement Agent prior to use for this purchase document:

Approved Material Substitution List (AMSL), Part Specific Approved Material Substitution List (PSAMSL), Foreign sources of raw material per D1-4426, Approved Process Sources Metallic Raw Material - Non USA & Titanium Ingot (All) process codes 600-699, DMS 2201 Procurement From Foreign Sources - Metallic Raw Materials (QPL) Qualified Product List.

Q122	01 OCT 2019 Note Added	Revision Details
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FAA or Foreign Civil Airworthiness Authority (FCAA) airworthiness certification is required for articles specified on this Purchase Document. Include with each shipment, the original FAA Form 8130-3 Authorized Release Certificate or foreign equivalent.

Q123	01 OCT 2019 Note Added	Revision Details
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Seller shall comply with the requirements of D33200, Boeing Supplier's Tooling Document. It is Seller's responsibility to comply with the latest revision of these documents.

Q52	01 OCT 2019 Note Text Revised 14 OCT 2011 Note Text Revised 01 OCT 2004 Note Text Revised 01 JAN 2003 Note Text Revised 01 JAN 2002 Baseline Note	Revision Details
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SELLER WARRANTS THAT THE ITEMS TO BE DELIVERED HEREUNDER WILL CONFORM TO THEIR APPROVED DESIGN, ARE IN A CONDITION FOR SAFE OPERATION, AND MEET TECHNICAL STANDARD ORDER (TSO) NUMBER ***** ISSUED BY THE FEDERAL AVIATION AGENCY.

NOTE: FOREIGN SUPPLIERS OF TSO ITEMS MUST ATTACH A CERTIFICATE OF AIRWORTHINESS TO EACH ARTICLE.

S52	01 OCT 2019 Note Text Revised 01 APR 2016 Note Text Revised 01 APR 2015 Note Text Revised 01 APR 2009 Note Text Revised	Revision Details
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01 OCT 2004 Note Text Revised

01 JAN 2002 Baseline Note

BOEING SOURCE ACCEPTANCE IS REQUIRED. SOURCE ACCEPTANCE MAY INCLUDE IN-PROCESS ACTIVITIES SUCH AS PROCESSING, FABRICATION, WITNESS TESTING IN ADDITION TO FINAL INSPECTION. SELLER SHALL NOTIFY THE BOEING SUPPLIER QUALITY REPRESENTATIVE (SQR) THAT SERVICES YOUR FACILITY VIA THE SUPPLIER QUALITY INFORMATION SYSTEM (SQIS) IMMEDIATELY UPON RECEIPT OF THIS CONTRACTUAL REQUIREMENT. THE SELLER SHALL COORDINATE WITH THE SQR AN ACCEPTABLE DATE FOR SOURCE ACCEPTANCE AND PROVIDE ALL REQUESTED INFORMATION AS MAY BE REQUIRED. SELLER SHALL PROVIDE THE NECESSARY USE OF THE SELLER'S FACILITY AND EQUIPMENT TO PERFORM THE INSPECTION. IN THE EVENT YOU ARE UNABLE TO ACCESS SUPPLIER QUALITY INFORMATION SYSTEM (SQIS) CONTACT THE BOEING FIELD REPRESENTATIVE, OR BOEING PROCUREMENT AGENT FOR ASSISTANCE.

T88

01 OCT 2019 Note Text Revised

[Revision Details](#)

01 OCT 2015 Note Text Revised

01 JAN 2015 Note Text Revised

01 JAN 2010 Note Text Revised

01 APR 2009 Note Text Revised

08 JUL 2004 Note Text Revised

01 JUL 2003 Note Text Revised

01 JAN 2003 Note Text Revised

01 JAN 2002 Baseline Note

Definition. "Ozone-depleting substance," as used in this clause, means any substance the Environmental Protection Agency designates in 40 CFR Part 82 as--

- (1) Class I, including, but not limited to, chlorofluorocarbons, halons, carbon tetrachloride, and methyl chloroform; or
- (2) Class II, including, but not limited to hydrochlorofluorocarbons.

Seller shall label shipping or storage containers of ozone - depleting substance and products that contain or are manufactured with ozone-depleting substances in the manner and to the extent required by 42 U.S.C. 7671j (b), (c), and (d) and 40 CFR Part 82, Subpart E, as applicable:

Warning

Contains *_____, a substance(s) which harm(s) public health and environment by destroying ozone in the upper atmosphere.

Warning

Manufactured with *_____, a substance(s) which harm(s) public health and environment by destroying ozone in the upper atmosphere.

* Seller shall insert the name of the relevant substance(s).

Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For the

purpose of this note Supply Chain shall mean Seller's direct and indirect suppliers performing value-added activity on the products and services. It focuses on direct and lower-tier suppliers.

U104 01 OCT 2019 Note Added

[Revision Details](#)

The following Environmental Health and Safety (EH&S) provisions will apply.

1. Prohibited Substances. Seller shall not deliver Product that contains any asbestos mineral fibers, Polychlorinated biphenyls ("PCB"s), pentabromodiphenyl ether ("PentaBDE"), octabromodiphenyl ether ("OctaBDE"), and decabromodiphenyl ether ("DecaBDE").
2. Safety Data Sheets. If Seller supplies Boeing with a Product for which a safety data sheet is required by the United States Occupational Safety & Health Act and its implementing regulations, Supplier shall prepare and supply to Boeing a safety data sheet in English that complies with (i) 29 C.F.R. § 1910.1200 and (ii) Article 31 of Regulation (EC) No 1907/2006 (REACH).
3. Product Related Chemical Compliance Information. Upon request from Boeing, Seller shall promptly provide to Boeing, in a form and format specified by Boeing, such information regarding the chemical composition of the Products as may be reasonably required by Boeing to comply with any laws, regulations, or contractual requirements applicable to the use, sale, or distribution of the Products by Boeing or as part of any Boeing product or service.

U89 01 OCT 2019 Note Text Revised
01 JUL 2018 Note Text Revised
30 SEP 2017 Note Text Revised
01 JUL 2015 Note Text Revised
01 OCT 2013 Note Text Revised
01 OCT 2006 Note Text Revised
01 APR 2006 Note Text Revised
01 JUL 2005 Note Text Revised
01 JAN 2003 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

THE BOEING COMPANY MAINTAINS A STATE OF WASHINGTON EXPLOSIVES PURCHASER LICENSE FOR PURCHASES FROM MANUFACTURERS OR SUPPLIERS LOCATED WITHIN THE STATE OF WASHINGTON (LICENSE NUMBER EXPU00018465, EXPIRES 2/15/2020).

A CURRENT LIST OF EMPLOYEES AUTHORIZED TO ORDER EXPLOSIVES WITHIN THE STATE OF WASHINGTON WILL BE PROVIDED (WAC 296-52-63020) AND UPDATED AS CHANGES OCCUR.

U90 01 OCT 2019 Note Text Revised
30 SEP 2017 Note Text Revised
01 JUL 2015 Note Text Revised
01 OCT 2013 Note Text Revised
01 OCT 2006 Note Text Revised
01 JUL 2005 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

THE BOEING COMPANY MAINTAINS AN ATF "USER OF EXPLOSIVES" PERMIT FOR EXPLOSIVES ACQUISITION, STORAGE AND DISTRIBUTION ACTIVITIES AT THE

EVERETT, EVERETT MODIFICATION CENTER, GARY (IN), NORTH BOEING FIELD, RENTON AND SOUTHPARK FACILITIES (PERMIT NUMBER 9-WA-033-33-1H-90239, EXPIRES AUGUST 1, 2021).

THE BOEING COMPANY MAINTAINS AN ATF "MANUFACTURER OF EXPLOSIVES" LICENSE FOR DOMESTIC ACQUISITION, STORAGE AND DISTRIBUTION OF EXPLOSIVES IN INTERSTATE COMMERCE AT THE BOEING SOUTH CAROLINA FACILITY (LICENSE NUMBER 1-SC-019-20-0H-00197, EXPIRES 8/1/2020).

THE BOEING COMPANY MAINTAINS AN ATF "IMPORTER OF EXPLOSIVES" LICENSE FOR THE IMPORTATION OF FOREIGN MANUFACTURED OR FOREIGN SOURCED EXPLOSIVES AT THE BOEING SOUTH CAROLINA FACILITY (LICENSE NUMBER 1-SC-019-23- 0H-00196, EXPIRES 8/1/2020).

THE BOEING COMPANY MAINTAINS AN ATF "MANUFACTURER OF EXPLOSIVES" LICENSE FOR DOMESTIC ACQUISITION, STORAGE AND DISTRIBUTION OF EXPLOSIVES IN INTERSTATE COMMERCE AT THE BOEING SAN ANTONIO, TX FACILITY (LICENSE NUMBER 5-TX-029-20-2D-01433, EXPIRES 4/1/2022).

THE BOEING COMPANY MAINTAINS AN ATF "IMPORTER OF EXPLOSIVES" LICENSE FOR THE IMPORTATION OF FOREIGN MANUFACTURED OR FOREIGN SOURCED EXPLOSIVES AT THE BOEING SAN ANTONIO, TX FACILITY (LICENSE NUMBER 5-TX-029-23-2D-01442, EXPIRES 4/1/2022).

U92 01 OCT 2019 Note Text Revised
 01 JUL 2015 Note Text Revised
 01 JUL 2007 Note Text Revised
 08 JUL 2004 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

THE SUPPLIER WILL ENSURE THE PROPER ROUTING, PACKAGING, LABELING, AND MARKING OF THE MATERIALS FOR SHIPMENT. THIS WILL BE IN ACCORDANCE WITH ANY AND ALL STATE AND FEDERAL STANDARDS. THIS INCLUDES, BUT IS NOT LIMITED TO:

* IN ACCORDANCE WITH THE HAZARDOUS MATERIAL REGULATIONS OF THE DOT 49 CFR, HAZARDOUS MATERIALS REGULATIONS.

* THE TECHNICAL INSTRUCTIONS FOR THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR (INTERNATIONAL CIVIL AVIATION ORGANIZATION): DANGEROUS GOODS REGULATIONS (INTERNATIONAL AIR TRANSPORT ASSOCIATION).

* HAZARDS COMMUNICATION STANDARD, 29 CFR 1910.1200, IF APPLICABLE. INCLUDE A SAFETY DATA SHEET (SDS) WITH THE HAZARDOUS MATERIAL SHIPMENT. AN ADDITIONAL COPY OF THE SDS MUST BE ROUTED TO:

MSDS@boeing.com

Or

EHS Attn: SDS Group

THE BOEING COMPANY
PO BOX 3707, MC 9U4-20
SEATTLE, WASHINGTON 98124-2207

U97 01 OCT 2019 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

Seller hereby warrants that all disclosed and undisclosed chemical ingredients or components of the product(s) subject to this purchase order are either (1) listed on the United States Toxic Substances Control Act Inventory ("TSCA Inventory") and are designated as active, or (2) exempt from the Toxic Substances Control Act requirement to be listed on the TSCA Inventory. Seller shall indemnify and hold Boeing harmless from all losses or damages which Boeing may incur as a result of any breach of the aforesaid warranty.

Seller shall provide to Boeing documentary verification that all disclosed and undisclosed chemical ingredients or components of the product(s) subject to this purchase order are (1) listed on the TSCA Inventory and designated as active or (2) exempt from the requirement to be listed on the TSCA Inventory. The preferred method of such documentary verification is by inclusion of a written statement to that effect in Section 15 of a Globally-Harmonized-System-compliant Safety Data Sheet supplied to Boeing by Seller, but Seller may utilize alternative means of documentary verification if approved by Boeing's Environment Health and Safety function.

BG01 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Please refer to referenced Contract for Quality Terms and Conditions.

BG02 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Please refer to referenced Contract for Quality Terms and Conditions.

BG03 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

1.0 Seller is responsible for the nonconformance(s) found in the article listed on this purchase document. The nonconformance will become part of Seller's quality rating as recorded in Boeing Enterprise Supplier Tool (BEST).

2.0 When Seller disagrees with the determination of fault, Seller shall submit a Change of Charge (COC) request to the initiator within thirty (30) calendar days from the date of notification. The request must include the reason and documentation/objective evidence supporting the request. Failure to notify Boeing of disagreement with the determination of fault will be deemed to be a confirmation of Seller's acceptance of nonconformance responsibility.

3.0 Upon receipt of a request for corrective action, Seller shall conduct a review to determine what immediate corrective action must be taken to mitigate the effect of the nonconformance(s).

Failure to respond within the time allowed per the request may result in withholding Seller's authorization to deliver products to Boeing, and may eventually lead to Seller's removal from the Boeing approved supplier's list.

BG04 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller shall strictly control all inventory of Boeing proprietary product that is in excess of purchase document quantity in order to prevent product from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide product from excess inventory that was previously rejected or returned by Boeing without prior written authorization from Boeing.

When Seller fulfills an order in support of this purchase document with product from excess inventory for which seller was the original manufacturer, seller shall be able to demonstrate traceability to the original Boeing purchase document that authorized manufacture of the product when requested by Boeing.

BG05 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Please refer to referenced Contract for Quality Terms and Conditions.

BG06 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in compliance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers" and Appendix D, Quality Management Systems - Requirements For Aviation, Space and Defense Distributors and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to make final determination that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address:

<http://www.boeingsuppliers.com/quality.html>

BG07 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller shall flow down all requirements of this purchase document to the manufacturing facility identified within this purchase document.

BG08 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum1, Variation Management of Key Characteristics and Addendum 2, Quality System

Requirements for Deliverable Software and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein. A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address:
<http://www.boeingsuppliers.com/quality.html>

BG09 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum1, Variation Management of Key Characteristics and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL:
<http://www.boeingsuppliers.com/quality.html>

BG10 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller shall provide evidence that the product(s) provided in accordance with this purchase document are new and were obtained from the original manufacturer identified within this purchase document. Seller's evidence shall include a legible copy of the original manufacturer's certificate of conformity (C of C) and seller's packing sheet with reference to the provided manufacturer's C of C.

BG11 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to establish and maintain a FOD prevention program in accordance with D6-85622, "Foreign Object Debris/Foreign Object Damage (FOD) Prevention Requirements for Boeing Suppliers." Seller shall implement processes and procedures for "Foreign Object Debris/Foreign Object Damage (FOD) Prevention Requirements for Boeing Suppliers" effective 1/01/2016.

BG12 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum 2, Quality System Requirements for Deliverable Software and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL:

<http://www.boeingsuppliers.com/quality.html>

BG13 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL:

<http://www.boeingsuppliers.com/quality.html>

BG14 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

When Seller uses an Operator Self-Verification (OSV) program, Seller shall comply with the requirements set forth in D6-85748, "Aerospace Operator Self-Verification Programs", as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller is compliant to the requirements of D6-85748. Upon publication and release of SAE industry standard AS9162 "Aerospace Operator Self Verification Programs", Boeing Document D6-85748 shall be considered cancelled, and if Seller uses OSV program, Seller shall comply with the requirements of AS9162. Boeing shall retain all rights to conduct surveillance at Seller's facility to determine Seller's compliance to the requirements of AS9162.

This procurement is under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 quality system supplier control program.

Unless explicit direction is given to the contrary, no articles (or constituent parts thereof) ordered by Boeing shall contain any Federal Aviation Administration-Parts Manufacturer Approval (FAA-PMA) markings and the accompanying paperwork (e.g., packages, shippers, etc.) shall not contain any FAA-PMA markings.

FOR ALL SHIPMENTS OF ARTICLES INTENDED FOR USE ON BOEING COMMERCIAL AIRCRAFT, THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON THE SHIPPING DOCUMENTATION:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA)."

Seller shall comply with following requirements and flow down all applicable sections of this Note to its subcontractors:

1. Seller shall furnish goods and services in accordance with all requirements of this purchase document (including descriptions, specifications, drawings and schedules), to standard commercial practices and where applicable, other specifications identified within the technical requirements documentation or other attachments which are part of this purchase document. The Seller shall ensure that all articles are of new manufacture and free of Foreign Object Debris/Damage (FOD).
2. Seller shall ensure right of entry and provide all reasonable facilities to Boeing, Boeing Customer, and Regulatory Agency personnel to inspect and evaluate Seller's facilities, systems, data, equipment, personnel and any articles that will be incorporated into Boeing type-certificated articles. Right of entry/access includes meeting the requirements of the FAA and/or applicable equivalent foreign civil aviation authorities to perform oversight of the facility. While Boeing reserves the right to conduct inspection on a surveillance basis or to the extent of 100 percent inspection, no shipments are to be held for Boeing unless Boeing Source Acceptance is invoked on the purchase document.
3. Seller shall maintain, and have available on a timely basis, Quality records traceable to the conformance of the article delivered to Boeing. Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for calendar year plus (10) ten years from the date of shipment under each applicable Order for all product/part numbers unless otherwise specified on the purchase order.
4. Seller shall strictly control all inventory of Boeing proprietary articles that are in excess of purchase document quantity in order to prevent articles from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide articles from excess inventory that were previously rejected or returned by Boeing without prior written authorization from Boeing.
5. When Boeing identifies nonconforming articles and determines the cause to be the Seller's fault, the Seller shall be notified and take immediate action to eliminate the nonconformance on all articles in Seller's control. Boeing will provide the Seller with notification. Upon receipt of

such notification, the Seller shall develop and implement acceptable corrective action. Seller shall also maintain, on file, verification that root cause corrective action has occurred and has resolved the subject condition. Boeing reserves the right to review the verification data at the Seller's facility or have the data submitted to Boeing.

6. Boeing reserves the right to reject any root cause and/or corrective action determination provided by the Seller, and may request subsequent investigation and/or corrective action to either Boeing or Seller-initiated corrective action requests. If the Seller is late in responding to corrective action requests by Boeing, or if Boeing requires subsequent corrective action, Boeing reserves the right to withhold acceptance of shipments either at source or destination until Seller's corrective action is submitted to Boeing's satisfaction.

7. For material, part, assembly, unit or other aircraft hardware (hereafter referred to as 'Product') returned for rework as the result of a Seller generated Notification of Escapement (NOE) or Expanded Scope SQIS RCCA record, Seller shall: a) When nonconformance rework is not measurable or visible after completion of rework, ensure Product(s) are identified with a distinctive marking method to identify that Product has been reworked by Seller to resolve the NOE or Expanded Scope nonconformance when responding to a Corrective Action RCCA required SQIS record. Marking method shall be mutually agreed to by Boeing Material Review Board (MRB) and Seller to minimize cost and disruption, and may vary due to Product size, available space on Product, and airplane installation location. Agreed to marking method shall be identified by the Seller on the relevant NOE or Expanded Scope SQIS RCCA record. b) Ensure pack slip document states that Product has been reworked under all relevant NOEs, including the applicable NOE numbers. For SQIS RCCA Expanded Scope, include the applicable Nonconformance record (NC) number(s).

8. When the Seller disagrees with the determination of fault, Seller shall submit a Change of Charge (COC) request to the initiator within thirty (30) calendar days from the date of notification. The request must include the reason and documentation/objective evidence supporting the request. Failure to notify Boeing of disagreement with the determination of fault will be deemed to be a confirmation of the Seller's acceptance of nonconformance responsibility.

9. Seller shall provide written notification to Boeing when a nonconformance is determined to exist, or is suspected to exist, on product already delivered to Boeing:

9.1 Written notification shall include the following information:

- a. Boeing Purchase Document number(s).
- b. Affected process(es) or product number(s) and names.
- c. Description of the nonconforming condition and the affected engineering requirement (i.e. what it is and what it should be).
- d. Quantities, dates and destinations of delivered shipments.
- e. Suspect/affected serial number(s) or date codes.

Notification must occur within three (3) business days of knowing all the above information.

However, if the condition is possible safety of flight, submit all available information immediately.

9.2 Seller shall notify the BCA Supplier Quality Special Investigations Group.

9.3 Written notification shall be submitted to the BCA Supplier Quality Special Investigations Group through the Boeing Partners Network, via the "BCA Notification of Escapement" link in "My Products" or when unavailable, the Boeing Procurement Representative.

9.4 If directed by the Boeing Supplier Quality Representative (SQR), Seller shall submit a Background Notification (BN) form to the Boeing SQR for pre-evaluation and guidance. The BN

form is available at the following website: <http://www.boeingsuppliers.com/d14426/index.html> , by selecting the User Instructions / Processor Requirements link, then the Exhibits and Appendices link, and then the Exhibit IV link.

9.5 If the nonconforming condition has been previously identified by Boeing using a nonconformance record and a corrective action has been requested, the Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition). Boeing discovered issues where corrective action has not been officially requested by Boeing (Nonconformance Notification (NN) issued in lieu of Root Cause Corrective Action (RCCA) Request) are also in scope of the NoE process.

Note: Additional part numbers or new nonconforming conditions are in scope for the NoE process.

9.6 The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not be made direct from supply chain to Boeing). Seller shall notify Boeing of all sub-tier escapes in accordance with respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services.

10. Seller is required to maintain compliance with Boeing Approved Process Sources (D1-4426) as may be revised from time to time. This document defines the approved sources for special processing, composite raw materials, composite products, aircraft bearings, designated fasteners, and metallic raw materials.

11. Seller shall maintain actual processor certifications for all D1-4426 special processes performed in accordance with the requirements of this purchase document. In addition to all certification requirements defined by the applicable processing specification(s), the certifications shall contain the following:

- a. The complete part number of the article(s) represented by the certification;
- b. The total quantity of the parts (for each part number) represented by the certification;
- c. The company name and address of the performing processor. The address shall include street address, city and state;
- d. The specification number(s) and revision letter of the D1-4426 process performed. Seller shall provide such certification upon Boeing request.

12. Seller's use of approved processors does not relieve Seller from verifying that the processor and the article conforms to all applicable process specification requirements.

13. Where Boeing specifications and/or processes are listed within the detail design, specification control, or envelope drawing, incorporated by this purchase document, Seller shall adhere to the latest revision of the Boeing specification and/or process, unless otherwise specified in the purchase document.

14. When specifically requested by Boeing, Seller shall make specified quality data and/or approved design data available in the English language.

15. Raw material must not be re-certified with respect to heat treat temper, thickness, diameter, width or cross sectional area or product form. Heat treating, machining or cutting of thicker product or other product forms shall not be supplied in lieu of specified product unless specifically authorized by Boeing. Raw material certifications for material or parts shall reflect the temper, form, and size of the raw material as originally manufactured by the raw material producer.

15.1 Boeing Heritage Spares - Seller articles containing metallic raw material from foreign

sources shall be procured in accordance with D1-4426, Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

15.2 McDonnell Douglas (MD) Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with DMS2201, Procurement From Foreign Sources - Metallic Raw Materials QPL (Qualified Product List) and D1-4426 Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

16. Seller shall ensure that interior articles that are certified to Federal Aviation Regulation (FAR) 25.853 requirements continue to meet such requirements for subsequent articles on production units. Upon request, the supplier shall provide proof of testing of articles to verify their conformance to flammability requirements.

17. When the Seller uses sampling inspection as a means of product acceptance, the plan shall be statistically valid and appropriate for use. The plan shall preclude the acceptance of known defectives in the lot.

18. For Diversion/Offload Work, the Seller's operator shall stamp to the right of each Seller accomplished production operation on the Production Order (PO), or Seller's equivalent shop traveler. The Seller's inspector shall stamp to the right of each established inspection operation on the PO or Seller's equivalent shop traveler to certify the quality and completeness of the work operation performed.

19. The Seller's shipping documentation shall contain the following:

- a. A Packing Sheet;
- b. A Certificate of Conformity (C of C) statement on the packing sheet certifying its Quality Assurance department has inspected the articles and they adhere to all contract requirements, applicable drawings/ specifications;
- c. For articles intended for use on Boeing Commercial Aircraft, the statement, "Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA)."
- d. The nonconformance/rejection tag number(s), and a copy of the nonconformance/rejection tag(s) for the articles shipped, as applicable;
- e. Evidence of Boeing acceptance, when Boeing Source Acceptance is required;
- f. A Serialized Parts List identifying parts with assigned serial numbers. The list shall contain the part numbers, part nomenclature and part serial numbers. This list shall also include part change letters when applicable;
- g. Control identity of the end item deliverable of raw material or purchased articles, as applicable. The control identification is traceable to the article processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots. Serial numbers are required as part of control identity when specified by the engineering data; When the Seller is located outside of the United States and they submit an EASA/JAA/FCAA FORM-1, the following conditions must exist on the form:

1. Block 11 status is identified as "NEW"
and
2. Block 12 titled "Remarks" contains a statement certifying the Seller's Quality Assurance department has inspected the parts.
and
3. Block 12 titled "Remarks" does not contain certification statements of PMA, prototype, not to be installed on certified aircraft, or any statement that does not support PC700 certification.
and
4. Block 13a "Certifies that the items identified above were manufactured in conformity to: approved design data and are in condition for safe operation"

BG16

01 OCT 2019 Note Suspended
01 MAY 2018 Note Text Revised
30 SEP 2017 Note Added

[Revision Details](#)

This procurement is under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 quality system supplier control program.

Unless explicit direction is given to the contrary, no articles (or constituent parts thereof) ordered by Boeing shall contain any Federal Aviation Administration-Parts Manufacturer Approval (FAA-PMA) markings, the articles shall not be certified under an FAA-PMA approval, and the accompanying paperwork (e.g., packages, shippers, etc) shall not contain any FAA-PMA markings.

FOR ALL SHIPMENTS OF ARTICLES INTENDED FOR USE ON BOEING COMMERCIAL AIRCRAFT, THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON THE SHIPPING DOCUMENTATION:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA)."

Seller shall comply with the following requirements and flow down in Seller's direct supply contracts related to the Products/Part Numbers. Supply chain shall mean network of material, equipment, information, and services integrated into products and services for the ultimate customer:

1.0 Change in Quality Management Representative

- 1.1 Seller shall promptly notify Boeing of any changes in the management representative with assigned responsibility and authority for the quality system.

2.0 English Language

- 2.1 When specifically requested by Boeing, Seller shall make specified quality data and/or

approved design data available in the English language.

3.0 Change in Manufacturing Facility

3.1 Seller shall immediately notify Boeing in writing of any change to the name of the manufacturing facility or the manufacturing facility location of the contracted part number or assembly. Notification shall be made to the Boeing Procurement Representative responsible for the management of this purchase document and the Boeing Supplier Quality Representative responsible for the oversight of the Seller's Quality Management System.

4.0 Retention of Records.

4.1 Seller shall maintain, and have available on a timely basis, Quality records traceable to the conformance of the article(s) delivered to Boeing. Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for calendar year plus (10) ten years from the date of shipment under each applicable Order for all articles unless otherwise specified on the Order.

4.2 At the expiration of such period set forth above and prior to any disposal of records, Seller will notify Boeing of records to be disposed of and Boeing reserves the right to request delivery of such records. In the event Boeing chooses to exercise this right, Seller shall promptly deliver such records to Boeing at no additional cost on media agreed to by both parties.

5.0 Excess Inventory

5.1 Seller shall strictly control all inventory of Boeing proprietary articles that are in excess of purchase document quantity in order to prevent articles from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide articles from excess inventory that were previously rejected or returned by Boeing without prior written authorization from Boeing.

6.0 Control of Nonconforming Product

6.1 When Boeing notifies Seller of a detected nonconformance, Seller shall immediately take action to eliminate the nonconformance on all products in Seller's control. When nonconforming product is determined to be Seller's fault, Boeing will provide Seller with notification. Upon receipt of such notification, Seller shall develop and implement acceptable corrective action.

6.2 Seller shall maintain verification that root cause corrective action has occurred and has resolved the nonconforming condition. At the specific request of Boeing, this verification shall occur after implementation of the corrective action to ensure detected nonconformance has been eliminated. Boeing reserves the right to review the verification data at the Seller's facility or have the data submitted to Boeing.

6.3 When Seller disagrees with the determination of fault, Seller shall submit a Change of Charge (COC) request to the initiator within thirty (30) calendar days from the date of

notification. The request must include the reason and documentation/objective evidence supporting the request. Failure to notify Boeing of disagreement with the determination of fault will be deemed to be a confirmation of Seller's acceptance of nonconformance responsibility.

6.4 Boeing reserves the right to reject any root cause and/or corrective action determination provided by Seller, and may request subsequent investigation and/or corrective action to either Boeing or Seller-initiated corrective action requests. If Seller is late in responding to Boeing corrective action requests, or if Boeing requires subsequent corrective action, Boeing reserves the right to withhold acceptance of shipments either at source or destination until Seller corrective action is submitted to Boeing's satisfaction.

6.5 For material, part, assembly, unit or other aircraft hardware (hereafter referred to as 'Product') returned for rework as the result of a Seller generated Notification of Escapement (NOE) or Expanded Scope SQIS RCCA record, Seller shall: a) When nonconformance rework is not measurable or visible after completion of rework, ensure Product(s) are identified with a distinctive marking method to identify that Product has been reworked by Seller to resolve the NOE or Expanded Scope nonconformance when responding to a Corrective Action RCCA required SQIS record. Marking method shall be mutually agreed to by Boeing Material Review Board (MRB) and Seller to minimize cost and disruption, and may vary due to Product size, available space on Product, and airplane installation location. Agreed to marking method shall be identified by the Seller on the relevant NOE or Expanded Scope SQIS RCCA record. b) Ensure pack slip document states that Product has been reworked under all relevant NOEs, including the applicable NOE numbers. For SQIS RCCA Expanded Scope, include the applicable Nonconformance record (NC) number(s).

7.0 Notification of Escape (NOE)

7.1 Seller shall provide written notification to Boeing when a nonconformance is determined to exist, or is suspected to exist, on product already delivered to Boeing.

7.2 Written notification shall include the following information:

- a. Boeing Purchase Document number(s).
- b. Affected process(es) or product number(s) and names.
- c. Description of the nonconforming condition and the affected engineering requirement (i.e. what it is and what it should be).
- d. Quantities, dates and destinations of delivered shipments.
- e. Suspect/affected serial number(s) or date codes.

Notification must occur within three (3) business days of knowing all the above information. However, if the condition is possible safety of flight, submit all available information immediately.

7.3 Seller shall notify the BCA Supplier Quality Special Investigations Group.

7.4 Written notification shall be submitted to the BCA Supplier Quality Special Investigations Group through the Boeing Partners Network, via the "BCA Notification of Escapement" link in

"My Products" or when unavailable, the Boeing Procurement Representative.

7.5 If directed by the Boeing Supplier Quality Representative (SQR), Seller shall submit a Background Notification (BN) form to the Boeing SQR for pre-evaluation and guidance. The BN form is available at the following website: <http://www.boeingsuppliers.com/d14426/index.html> , by selecting the User Instructions / Processor Requirements link, then the Exhibits and Appendices link, and then the Exhibit IV link.

7.6 If the nonconforming condition has been previously identified by Boeing using a nonconformance record and a corrective action has been requested, the Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition). Boeing discovered issues where corrective action has not been officially requested by Boeing (Nonconformance Notification (NN) issued in lieu of Root Cause Corrective Action (RCCA) Request) are also in scope for the NoE process.

Note: Additional part numbers or new nonconforming conditions are in scope for the NoE process.

7.7 The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not be made direct from supply chain to Boeing). Seller shall notify Boeing of all sub-tier escapes in accordance with respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services.

8.0 Supplier Funded Source Inspection

8.1 If the Seller fails to achieve and maintain Bronze quality acceptance rate for BCA as shown in Enterprise Supplier Performance Measurement (ESPM) or its equivalent, the Seller may be subject to Supplier Funded Source Inspection (SFSI). Furthermore, without regard to ESPM or equivalent metrics, if upon Boeing's determination, after coordination with Seller, that Seller's quality failures represent a chronic or substantial impact to Boeing, then SFSI may be implemented at Boeing discretion. SFSI may be implemented in accordance with any of the following steps:

- a. Obtaining source inspection from a Boeing-qualified contractor at Seller's own expense;
- b. Reimbursing Boeing for reasonable Boeing costs incurred at the point of manufacture (i.e. Seller's site) to verify product conformance;
- c. Reimburse Boeing for reasonable Boeing costs incurred at the point of receipt to verify product conformance.

Note: The Seller's ESPM or equivalent quality acceptance rate is a calculation of the ratio of acceptable units delivered to the total units delivered, or an alternate criteria quality acceptance rating, equivalent to 100% as defined by the contracting Boeing site(s).

9.0 Boeing Approved Process Sources (D1-4426)

9.1 Seller is required to maintain compliance with this document as may be revised from time to time. This document defines the approved sources for special processing, composite raw materials, composite products, aircraft bearings, designated fasteners, and metallic raw materials.

9.2 Seller and their subcontractor(s) shall utilize sources listed in Document D1-4426 "Approved Process Sources" whenever the manufacturing and/or inspection processes listed in D1-4426 are performed on this purchase document. The current version of D1-4426 is accessible via the internet at the following web address <http://www.boeingsuppliers.com/d14426/>

9.3 Seller shall maintain actual processor certification for all D1-4426 special processes performed in accordance with the requirements of this purchase document. In addition to all certification requirements defined by the applicable processing specification(s), the certifications shall contain the following:

- a. The complete part number of the article(s) represented by the certification;
- b. The total quantity of the parts (for each part number) represented by the certification;
- c. The company name and address of the performing processor. The address shall include street address, city and state;
- d. The specification number(s) and revision letter of the D1-4426 process performed.

9.4 Seller shall provide such certification upon Boeing request.

9.5 Seller's use of approved processors does not relieve Seller from verifying that the processor and the products conform to all applicable process specification requirements.

9.6 Where Boeing specifications and/or processes are listed within the detail design, specification control, or envelope drawing, incorporated by this purchase document, Seller shall adhere to the latest revision of the Boeing specification and/or process, unless otherwise specified in the purchase document.

10.0 Shipping Documentation:

10.1 Seller's shipping documentation shall contain the following:

- a. Packing Sheet;
- b. A Certificate of Conformity (C of C) statement on the packing sheet certifying its Quality Assurance department has inspected the articles and they adhere to all contract requirements, applicable drawings/ specifications;
- c. For articles intended for use on Boeing Commercial Aircraft, the statement, "Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA)."
- d. The nonconformance/rejection tag number(s), and a copy of the nonconformance/rejection tag(s) for the articles shipped, as applicable;
- e. Evidence of Boeing's product acceptance, when Boeing Source Acceptance is required;
- f. A Serialized Parts List identifying parts with an assigned serial numbers. The list shall contain

the part numbers, part nomenclature and part serial numbers. This list shall also include part change letters when applicable;

g. Control identity of the end item deliverable of raw material or purchased articles, as applicable. The control identification is traceable to the article processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots. Serial numbers are required as part of the control identity when specified by the engineering data;

h. When the Seller is located outside of the United States and they submit an EASA/JAA/FCAA FORM-1, the following conditions must exist on the form:

1. Block 11 status is identified as "NEW"
and
2. Block 12 titled "Remarks" contains a statement certifying the Seller's Quality Assurance department has inspected the parts.
and
3. Block 12 titled "Remarks" does not contain certification statements of PMA, prototype, not to be installed on certified aircraft, or any statement that does not support PC700 certification.
and
4. Block 13a "Certifies that the items identified above were manufactured in conformity to: approved design data and are in condition for safe operation"

11.0 Digital Product Definition

11.1 Boeing document D6-51991, "Quality Assurance Standard for Digital Product Definition at Boeing Suppliers". When Type Design Digital Product Definition (DPD) data is utilized in manufacturing, inspection and sub-tier flow-down of product definition, Seller shall have a quality system to control Type Design DPD data to the extent necessary to fulfill program requirements. Seller must obtain Boeing DPD capability approval.

12.0 Seller Tooling Requirements

12.1 Seller shall comply with the requirements of D33200, "Boeing Suppliers' Tooling Document." It is Seller's responsibility to comply with the latest revision of these documents.

13.0 Seller Material Review Board (MRB) Limitations

13.1 Seller is not authorized to disposition nonconforming McDonnell Douglas (MD) Heritage design product. Requests for Boeing MRB dispositions (Use as is, Rework or Repair) of MD Heritage design shall be submitted through the Request for Assistance (RFA) using the Supplier Nonconformance Notification (SNN).

13.2 Any nonconformance of Seller's own detailed design, manufacturing, or process requirements not included in, or affecting specifications or drawings forming a part of this purchase document may be addressed by Seller's normal material review process. Seller shall not make repairs or accept without repair any nonconforming condition adversely affecting fit, form,

function, performance, safety, weight, maintainability, service life, interchangeability, or appearance (where a factor) for this article.

14.0 Material Substitution Requests

14.1 Material Substitutions are a change to Type Design Data and require an EO/SEO to the applicable drawing, or inclusion in the Approved Material Substitution List (AMSL) or Part Specific Approved Material Substitution List (PSAMSL) as applicable. Sellers shall submit material substitution requests on a Engineering Liason Request (ELR) to the Boeing Procurement Agent. Material substitutions listed in the AMSL or PSAMSL do not require additional Boeing authority.

Seller is authorized to utilize the listed substitutions within the guidelines and requirements of the AMSL/PSAMSL.

15.0 McDonnell Douglas (MD) Heritage Deliverable Software

15.1 Sellers providing Boeing with software or articles containing software shall prepare, implement and maintain a Software Quality Assurance Plan specifying the software quality assurance program. Seller shall document the plan in accordance with the requirements of Data Item Description Q-320, Software Quality Assurance Plan. (Reference Seller's Supplier Data Requirements List (SDRL). The plan and any subsequent changes thereto require Software Quality Assurance written approval prior to implementation.

16.0 Raw Material

16.1 Raw material must not be re-certified with respect to heat treat temper, thickness, diameter, width or cross sectional area or product form. Heat treating, machining or cutting of thicker product or other product forms shall not be supplied in lieu of specified product unless specifically authorized by Boeing. Raw material certifications for material or parts shall reflect the temper, form, and size of the raw material as originally manufactured by the raw material producer.

16.2 When Seller utilizes test reports to accept Seller purchased raw material, the following requirements apply:

- a. Test reports shall be checked 100% against Seller's requirements and applicable specifications.
- b. Validation test requirement: Seller shall periodically validate test reports for raw material accepted on the basis of test reports. That validation shall be accomplished by Seller or other independent party through periodic, scheduled tests of raw material samples. Schedules for frequency of tests will be established by Seller based on historical performance of the raw material supplier.
- c. Seller shall retain test reports provided by the raw material supplier, as well as Seller's validation test results as quality records traceable to the conformance of Goods, as specified elsewhere in this Contract.

16.3 Boeing Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with D1-4426, Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

16.4 McDonnell Douglas (MD) Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with DMS2201, Procurement From Foreign Sources - Metallic Raw Materials QPL (Qualified Product List) and D1-4426 Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

17.0 Products of New Manufacture

17.1 Seller shall ensure that all products and materials are of new manufacture and free of Foreign Object Debris/Damage (FOD). All products and materials delivered, and processes performed, shall meet all specifications and requirements contained in the Purchase Document including reference documents specified therein.

18.0 Assistance

18.1 Seller and their subcontractors shall provide all reasonable assistance, facilities and equipment to itinerant and/or resident Boeing and Regulatory Agency personnel. Seller shall ensure right of entry and provide all reasonable facilities to Boeing, Boeing Customer, and Regulatory Agency personnel to inspect and evaluate Seller's facilities, systems, data, equipment, personnel and any articles that will be incorporated into Boeing type-certificated articles. Right of entry/access includes meeting the requirements of the FAA and/or applicable equivalent foreign civil aviation authorities to perform oversight of the facility. While Boeing reserves the right to conduct inspection on a surveillance basis or to the extent of 100 percent inspection, no shipments are to be held for Boeing unless Boeing Source Acceptance is invoked on the purchase document.

19.0 Flammability Requirements

19.1 Seller shall verify that interior articles that are certified to Federal Aviation Regulation (FAR)

25.853 requirements continue to meet such requirements for subsequent production units. At Boeing request, the Seller shall provide proof of testing of articles to verify their conformance to flammability requirements.

20.0 Technical Data Control and Acceptance

20.1 After Boeing acceptance of a Seller product design, no changes shall be made without written authorization from Boeing for any change which will or may affect:

- a. Interchangeability, performance, weight, safety, reliability, service life, fit, form, function, and maintainability;
- b. Federal Aviation Administration (FAA) type certification; or
- c. Boeing Qualification status.

21.0 Requirements for Delegation of Product Verification

21.1 When Seller delegates product verification, Seller shall conform to the requirements of AS9117, "Delegated Product Release Verification", as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system conforms to the requirements of AS9117.

AS9117 establishes minimum requirements for Seller's delegation of product verification. When delegating product verification, Seller is not relieved of the obligations under this contract.

Aerospace standards such as AS9117 can be obtained from SAE, the Society of Automotive Engineers at: <http://www.sae.org>

BG17	01 OCT 2019 Note Suspended 30 SEP 2017 Note Added	Revision Details
Quality Assurance Terms and Conditions are contained in The Boeing Company General Provisions GP1 and as applicable, any Seller contract agreement with Boeing related to this purchase document		
BG18	01 OCT 2019 Note Suspended 30 SEP 2017 Note Added	Revision Details
<p>1.0. The Seller shall comply with the requirements of MIL-PRF-27210, Oxygen, Aviator's Breathing, Liquid and Gas, MIL-STD-1551, Quality Control of Gaseous and Liquid Aviator's Breathing Oxygen at Aircraft Contractor Facilities, as identified below:</p> <p>a. Sellers of aviator's breathing oxygen in bulk shall furnish LBD the following, with each shipment:</p> <ol style="list-style-type: none"> 1. A copy of the bulk manufacturer's certificate of conformance to MIL-STD-1551 (to assure Air Force-approved oxygen); 2. The Seller's own certificate of conformance to MIL-PRF-27210 (to assure cleanliness of transfer, storage, conversion and regulating equipment. It shall include purity, odor and moisture results. <p>b. Seller of aviator's breathing oxygen in portable crew cylinders shall furnish LBD the following with each shipment:</p> <ol style="list-style-type: none"> 1. A copy of the bulk manufacturer's certificate of conformance to MIL-PRF-27210; 2. The Seller's own certificate of conformance to assure cleanliness of transfer, storage, conversion and regulating equipment. <p>2.0. Copies of test certificates and periodic test results shall be maintained on file at the Seller's facility for a minimum of two (2) years.</p>		

BG19

01 OCT 2019 Note Suspended
30 SEP 2017 Note Added

[Revision Details](#)

1.0. Source inspection by a Boeing qualified contractor is required for items procured on this purchase document prior to shipment from the Seller's facility. Source inspection may include in-process activities such as processing, fabrication, witness of testing and/or final inspection. The

Seller shall obtain source inspection from a Boeing qualified contractor at the Seller's own expense. The Seller shall provide the Boeing qualified contractor's quality representative with a copy of this purchase order, applicable drawings, specifications and changes thereto, and such other information as may be required. Seller shall provide the necessary use of the Seller's facility and equipment to perform the inspection. Seller shall obtain and provide such services at no additional cost to Boeing.

2.0. Seller shall notify the Boeing qualified contractor after Seller's final acceptance and at least 72 hours in advance of the time the product is to be source accepted.

BG20

01 OCT 2019 Note Suspended
30 SEP 2017 Note Added

[Revision Details](#)

1.0. Boeing source acceptance is required for items procured on this purchase document. Acceptance may include in-process activities such as processing, fabrication, witness of testing and/or final inspection. Seller shall provide the Boeing Quality Assurance Representative with a copy of this purchase document, applicable drawings, specifications and changes thereto, and such other information as may be required. Seller shall provide the necessary use of the Seller's facility and equipment to perform the inspection.

Notify the Boeing Quality Assurance Representative that services the Seller's facility via the Supplier Quality Information System (SQIS) forty-eight (48) hours in advance of required source acceptance activity. In the event you are unable to access the Supplier Quality Information System, contact the Boeing Quality Assurance Representative or Boeing Procurement Agent for assistance.

BG21

01 OCT 2019 Note Suspended
30 SEP 2017 Note Added

[Revision Details](#)

When DPS 4.505, DPS 4.804, DPS 4.712, DPS 4.813, DPS 4.814, D6-1276 or D6-17781 is referenced in the Engineering data for articles specified on this purchase document, Seller's manufacturing planning shall be approved by Boeing prior to commencing manufacture. Upon approval, Seller shall not change the manufacturing planning without first submitting changes to Boeing for re-approval.

Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services. It focuses on direct and all lower-tier suppliers

BG22

01 OCT 2019 Note Suspended
30 SEP 2017 Note Added

[Revision Details](#)

Seller shall perform 100% inspection for in-process and final inspection or Seller shall conform to requirements of Boeing document D1-8007 "Requirements for Supplier Statistical Plans" as may be amended from time to time. With the exception noted herein Seller statistical sampling

procedure/plan conformance to Boeing document D1-8007 will constitute Boeing Quality approval.

Note: Any characteristics identified in the design documentation as "Safety" or "Critical" (or "Safety Critical," et al.) characteristics shall not be accepted using statistical product acceptance methods unless prior written authorization is granted by the specific Boeing design authority, or the method for acceptance is specifically defined in the design documentation. A "Safety" or "Critical" (or "Safety Critical," et al.) characteristic is defined as a characteristic designated by the design authority, where the responsibility for its definition is outside the scope of recommended practice ARP9013.

Buyer reserves the right to disallow a supplier's statistical methods for product acceptance for specific sites/programs, parts or characteristics, and to conduct surveillance at Seller's facility to assess conformance to the requirements of Boeing document D1-8007, available at <https://suppliers.boeing.com> within the "Supplier Quality" webpage.

BG23 01 OCT 2019 Note Suspended
 05 OCT 2017 Note Text Revised
 30 SEP 2017 Note Added

[Revision Details](#)

Seller has been granted inspection delegation authority. Seller's evidence of inspection acceptance of product(s) identified for this purchase document shall include a signed or stamped certificate of conformance (C of C) certifying its Quality Assurance Department has inspected the product(s) to all applicable drawings and/or specifications.

BG24 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Ground Support Equipment (GSE) is not applicable to airplane form, fit or function and does not require Quality System or Airworthiness Certification.

BG25 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller shall comply with the requirements of D33200, Boeing Supplier's Tooling Document. It is Seller's responsibility to comply with the latest revision of these documents.

BG26 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller shall perform First Article Inspections (FAI) in accordance with AS/EN/SJAC 9102, Aerospace First Article Inspection Requirement.
Buyer may allow alternate methods of meeting the FAI requirement provided the Seller's plan is approved by the Buyer's Supplier Quality Representative (SQR) prior to initiation of the activity (e.g. for installation level drawings or wiring).

Buyer reserves the right to conduct surveillance of the Seller's FAI, referred to as Boeing First Article Inspection (BFAI). BFAI may include in-process inspections to be accomplished during performance of the Seller's FAI. When a BFAI is required, Seller will be notified via the Supplier Quality supplier data system. Seller shall coordinate and schedule BFAI activity with the Buyer's SQR prior to start of related procurement, manufacturing, and/or processing. In the event a BFAI of the Seller's FAI is scheduled, supplier shall make available to the Buyer's SQR the following:

1. Applicable purchase document, material/process certifications, manufacturing and inspection records; including inspection plans developed to identify progressive inspection checkpoints for the FAI as a result of coordination and planning with Buyer's SQR
 2. Applicable design data
 3. Applicable documented configuration baseline and configuration summary
 4. Applicable material review actions
 5. Applicable acceptance and qualification test results
 6. Applicable record(s) of Boeing approval for non-Boeing drawing and test procedures
 7. Seller's First Article Inspection Report (FAIR), as defined by AS9102
- Seller shall maintain a copy of the closed FAI/BFAI record along with Seller's FAIR documentation.

Seller shall flow-down to its Supply Chain the FAI provisions/requirements set forth above. For purposes of this clause, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts.

BG27 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in compliance with Boeing document D6-56202 "Tooling Supplier Quality Operating Requirements." D6-56202 which will be amended from time to time is incorporated herein and made a part hereof by this reference. Buyer reserves the right to conduct surveillance at Seller's facility to ensure that Seller's quality system meets the requirements of this Note.

BG28 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

- 1.0. The Seller shall include with each shipment two copies of the results of the lot, batch or item acceptance tests required by the applicable specification. Test reports shall include control identity (e.g., heat, lot, batch, serial number) of material/item tested, actual values when applicable, and shall be signed by the Seller's authorized agent. The report shall establish the quantity of material/items associated with each traceability number shipped.
- Place one copy with the shipping documentation and one copy on the inside of the shipping container.

BG29 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

The following must be individually authorized by the Boeing Procurement Agent prior to use for this purchase document:

Approved Material Substitution List (AMSL), Part Specific Approved Material Substitution List (PSAMSL), Foreign sources of raw material per D1-4426, Approved Process Sources Metallic Raw Material - Non USA & Titanium Ingot (All) process codes 600-699, DMS 2201 Procurement From Foreign Sources - Metallic Raw Materials (QPL) Qualified Product List.

BG30 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

FAA Export airworthiness certification is required for articles specified on this Purchase Document. Include with each shipment, the original FAA Form 8130-3 Export Airworthiness approval document.

BG31 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

- 1.0. FAA and/or Foreign Civil Airworthiness Authority (FCAA) conformity inspection and certification is required for items procured on this Purchase Document. Unless otherwise indicated, Seller shall contact the local FAA/FCAA Representative for inspection and certification.
- 2.0. Unless otherwise indicated, the conformity inspection shall be performed at the Seller or Subcontractor's point of manufacture as deemed necessary to verify product conformance to Type Design.
- 3.0. Seller shall include the original FAA Form 8130-3 with the shipment. Foreign government equivalents to FAA Form 8130-3 are acceptable for imported product.
- 4.0. For a Seller located in a country without a United States bilateral airworthiness agreement, the FAA may elect to conduct the inspection in accordance with paragraph 2 above, or upon arrival of the product in the U.S.
-

BG32 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

FAA or Foreign Civil Airworthiness Authority (FCAA) airworthiness certification is required for articles specified on this Purchase Document. Include with each shipment, the original FAA Form 8130-3 Authorized Release Certificate or foreign equivalent.

BG33 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Seller is granted direct ship authorization by Boeing for parts shipped on this order only.
The seller shall place the following statement on all shipping documents:
It is hereby certified that (a) the parts and/or materials reflected herein were produced under Federal Aviation Administration approved manufacturing and quality control systems/methods as set forth in FAA Production Certificate No. 700 issued to The Boeing Company and (b) such parts and/or materials are new and in an airworthy condition.
(Signed)
Supplier Quality Assurance (title)
If seller has delegated inspection authority, place the following statement on shipping packing slips:
"Delegated Boeing Inspection Authority has been granted for this supplier."

BG34 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

1. Seller shall include with each shipment all documentation required by this purchase document including: approval for return to service documentation meeting provisions of FAA regulation 14

CFR parts 43.9, 43.11 or 43.17 including hours and cycles where required.

2. Seller shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.
3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The documentation shall specify AD number, AD amendment number, date, and method of compliance.
4. A description (or reference to data acceptable to the FAA) of the work performed. In either case there must be enough information provided so that a person unfamiliar with the work would be able to determine the extent of the maintenance and/or alteration performed. If the repair station is also EASA-certificated, the maintenance release must include the revision status of the technical data used to perform the work. The maintenance release must also include a record of the parts used, particularly if the maintenance involved substituting parts, such as PMA parts as applicable per FAA AC 145-9.

BG35

01 OCT 2019 Note Suspended
30 SEP 2017 Note Added

[Revision Details](#)

1. Seller shall include with each shipment a certified statement on the certificate of conformity (C of C) stating the following:
 - a. Article identity and condition - must use "as-is" or comparable term to describe condition.
 - b. The article(s) were produced under an FAA approved production system.
 - c. Service bulletin compliance or noncompliance.
 - d. Life/cycle limited parts status (i.e., time, time since overhaul, cycles, and history). If the article is serialized and life-limited, operational time and/or cycles are required.
2. Seller shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.
3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The documentation shall specify AD number, AD amendment number, date, and method of compliance.

BG36

01 OCT 2019 Note Suspended
30 SEP 2017 Note Added

[Revision Details](#)

1. Seller shall provide documented evidence, in accordance with the purchase document, that the article(s) are new and must include certified statements disclosing the material or parts, were or were not:
 - a. Subjected to conditions of extreme stress, heat or environment;
 - b. Previously installed in a public aircraft, such as a government use aircraft or a military aircraft.
2. All Airworthiness Directives (AD's) that are represented as having been accomplished must be

documented. The C of C shall specify AD number, AD amendment number, date, and method of compliance.

BG37	01 OCT 2019 Note Suspended 30 SEP 2017 Note Added	Revision Details
Please refer to referenced Contract for Quality Terms and Conditions.		

BG38	01 OCT 2019 Note Suspended 30 SEP 2017 Note Added	Revision Details
Please refer to referenced Contract for Quality Terms and Conditions.		

BG39	01 OCT 2019 Note Suspended 30 SEP 2017 Note Added	Revision Details
<p>1. Seller shall provide evidence that the article(s) provided in accordance with this purchase document are new and were produced under an FAA approved production system. Evidence shall include documentation history demonstrating traceability to the Production Approval Holder (PAH), including a legible copy of the certificate of conformity (C of C) certifying that article(s) are new and were produced under a FAA Parts Manufacturer Approval (PMA) or Technical Standard Order Authorization (TSOA) or a Production Certificate (PC).</p> <p>2. Article(s) provided in accordance with this purchase document must be new and include a certified statement disclosing the following should be issued about the material or parts, certifying that they were or were not:</p> <ul style="list-style-type: none">a. Subjected to conditions of extreme stress, heat or environment;b. Previously installed in a public aircraft, such as a government use aircraft or a military aircraft. <p>3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The C of C shall specify AD number, AD amendment number, date, and method of compliance.</p>		

BG40	01 OCT 2019 Note Suspended 30 SEP 2017 Note Added	Revision Details
<p>Seller shall provide evidence that the article(s) provided in accordance with this purchase document are new and were obtained from the original manufacturer identified within this purchase document. An article known to have been subjected to extreme stress, heat or environment or obtained from or operated by any government or military source will not be accepted.</p> <p>Article(s) on this shipment may subsequently be used on a European Union aircraft. Therefore articles are required to meet the most current regulatory requirements of the MAINTENANCE ANNEX GUIDANCE (MAG) BETWEEN THE FEDERAL AVIATION ADMINISTRATION for the UNITED STATES OF AMERICA AND THE EUROPEAN AVIATION SAFETY AGENCY for the EUROPEAN UNION.</p> <p>Article(s) on this shipment require an Authorized Release Certificate (i.e.: FAA Form 8130-3, EASA Form One or other equivalent regulatory airworthiness approval documents) certifying</p>		

the article(s) are new and were produced under an FAA Regulatory PAH authority or other National Aviation Authority (NAA) equivalent, conform to approved design data and are in airworthy condition. Seller shall provide the original or true certified copy of the regulatory airworthiness approval document

Industry Standard parts are not subject to the forgoing provisions, provided such parts are traceable to the manufacturer, accompanied by a conformity statement, and are in a satisfactory condition for installation.

Seller's packing sheet shall reference the manufacturer's C of C and shall contain control identity of the article(s) on this shipment, as applicable. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

In addition to requirements specified elsewhere in this clause, the following requirements apply to articles produced under FAA PMA:

PMA articles conforming to design data obtained under a licensing agreement from the Type Certificate (TC) or Supplemental Type Certificate (STC) holder must be accompanied by a shipping document that states "Produced under licensing agreement from the holder of [insert TC or STC number]."

Individual detail parts of a PMA article must be accompanied by a shipping document that identifies the detail part as a subcomponent of a PMA article.

Article(s) on this shipment certified under FAA PMA, may subsequently be exported to a European Union country. Therefore, as required in the U.S. / European Union Aviation Safety Agreement Technical Implementation Procedures, PMA certification documentation must contain one of the following statements), as applicable: "This PMA part is not a critical component" or "This PMA part is a critical component". In accordance with regulations, "Critical Component" means a part identified as critical by the design approval holder during the product type validation process, or otherwise by the exporting authority. When Airworthiness Directives (AD's) are represented as having been accomplished, the C of C shall specify AD number, AD amendment number, date, and method of compliance.

BG41

01 OCT 2019 Note Suspended
01 MAY 2018 Note Text Revised
30 SEP 2017 Note Added

[Revision Details](#)

Parts on this shipment must have FAA Parts manufacturers Approval in accordance with Federal Aviation Regulation 14CFR21.9 and be identified in accordance with Federal Aviation Regulation 14CFR45.15. The following note is to be placed on the packing sheets of the shipment and signed by a person within your organization with responsibility for the conformity of the part to the FAA type certified engineering drawing.

It is hereby certified that, (a) the parts and/or materials reflected herein were produced under a

Federal Aviation Administration approved manufacturing and quality control system as set forth in Federal Aviation Regulation 14CFR Part 21, and (b) all parts and/or materials are certified new, conform to their approved design and are in a condition for safe operation.

BG42

01 OCT 2019 Note Suspended
01 MAY 2018 Note Text Revised
30 SEP 2017 Note Added

[Revision Details](#)

1. Seller's certificated repair station is required to be a Buyer approved repair station and must sustain such approved status on an on-going basis. Seller shall provide copy of air agency certificate to Buyer representative upon request. Representatives of Buyer and/or the Federal Aviation Administration (FAA) may inspect and evaluate Seller's facilities, systems, data, equipment, personnel and all completed products processed under this contract. (If Seller is non domestic, the government agency equivalent to the FAA may conduct such inspection and evaluation.)

2. Work performed under this contract must be accomplished in compliance with Seller's applicable valid air agency certificate(s). A description of the work accomplished by the Seller shall be included with each shipment. All documentation required by this contract and regulation, including dual release airworthiness certification (if required), must be included with each shipment.

Maintenance, Repair, Overhaul and or Modification work performed on articles under this contract must be performed and subsequently returned to Boeing or Boeing's Customer from a Buyer approved certificated repair station. Articles which have undergone Maintenance, Repair, Overhaul and or Modification and subsequently returned to Boeing or Boeing's Customer with an Authorized Release Certificate from non-buyer approved repair station(s) will be not be accepted. Costs for delays and re-processing of articles; subsequent re-inspection and repair or modification of articles from a non-buyer approved repair station will be borne by the Seller.

3. The Quality Clauses and requirements contained in document D6-84944 Section 1 apply to this purchase document. Quality Clauses found in Section 2 of D6-84944 apply if no Boeing term contract has been executed with the Seller.

4. At a minimum Seller shall include with each shipment a signed and completed copy of FAA Form 8130-3 'Airworthiness Approval' tag for each article. The return to service must comply with all regulatory requirements including but not limited to, current FAA orders and memoranda. The airworthiness certification must also comply with FAA Order 8130.21 latest revision. The FAA Form 8130-3 'Airworthiness Approval' tag or a separate document as referenced on the Form 8130-3 'Airworthiness Approval' tag must document the identity of maintenance documents and/or the associated revision status and date of each.

4.1 In the case of maintenance carried out by a U.S.-based EASA Part-145 approved organization subject to the Agreement, EASA only recognizes the dual release FAA Form 8130-3 for component, engine, or propeller maintenance. If an FAA/EASA Dual Release is required by this order, the following is necessary:

a. The FAA Form 8130-3 must include the EASA Part-145 release to service certifying statement, the EASA Part-145 Approval Certificate number in block 12, and specify any

overhaul, repairs, alterations, ADs, replacement parts, PMA parts, and quote the reference and issue/revision of the approved data used.

- b. The status of the component (repaired, inspected, overhauled, etc.) shall appear in block 11 with any relevant comments including detailed references to approved data, Ads, etc., in block 12. Example: "Overhauled in accordance with CMM 111, Section X, Rev 2, S/B 23 and FAA AD xyz complied with. Full details held on WO 456."
- c. Block 12 shall also contain the following statement: "Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number: "EASA 145....."

4.2 For the Boeing Company to accept electronically signed authorized release certificate (FAA 8130-3), Seller/ Certificate holder must have a current FAA Approved OPS Spec A025, Electronic/Digital Recordkeeping System, Electronic/Digital Signature, and Electronic Media approval and provide the FAA Approved OPS Spec A025 information to Boeing Company. In addition, the Boeing Company may elect to review the procedures associated with the A025 and the seller may be required to demonstrate access and controls for personnel who are authorized to return to service, articles under the repair station cert as required in Section 145.157 entitled Personnel authorized to approve an article for return to service. In the absence of the A025 authorization, the person retuning the article to service must provide an original signature on the FAA form 8130-3 Return to Service

5. If Seller is located in the United States and performs safety-sensitive functions, as described in 14 CFR 120, Drug and Alcohol Testing Program, Seller must be able to demonstrate compliance with the antidrug and alcohol misuse prevention programs for personnel engaged in safety-sensitive functions, including subcontracts at any tier, for work accomplished under this contract.

5.1 In this regard, Seller must provide along with other documents and certifications a copy of the:

- a. Form A449 (Antidrug and Alcohol Misuse Prevention Program
or
- b. A statement made in the FAA Form 8130-3 Authorized Release Certificate block 12 that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."
or
- c. A statement made in the FAA Form 8130-3 Authorized Release Certificate block 12 that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."
or
- d. A statement in the pack slip signed and dated by the appropriate Quality Assurance personnel that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."

6. If Seller meets the definition of a hazmat employer under 49 CFR 171.8 definitions and abbreviations, Seller must have a hazardous materials training program that meets the training requirements of 49 CFR 172, subpart H, training.

7.0 FOD Prevention Program - Seller is required to establish and maintain a FOD prevention program in compliance with AS/EN/SJAC 9146 Foreign Object Damage (FOD) Prevention Program - Requirements for Aviation, Space, and Defense Organizations.

Seller shall comply with "AS/EN/SJAC 9146 Foreign Object Damage (FOD) Prevention Program - Requirements for Aviation, Space, and Defense Organizations" effective 1/1/2018. Buyer reserves the right to conduct surveillance at Seller's facility to determine whether Seller's quality system meets the requirements of this clause.

Aerospace standards such as AS9146 can be obtained from SAE International at <http://standards.sae.org/>

8. Seller's certificated repair station is required to keep documented objective evidence in the form of records as part of the maintenance, repair and overhaul statement of work per Boeing or other OEM repair data for the following:

8.1 Verifiable documented objective evidence of:

- a. pyrometric certification and control of ovens, autoclaves and other pyrometric equipment used for processing of parts, i.e., post plate baking, stress relieving, heat blanket repair and autoclave processing.
- b. equipment being calibrated over the range of usage for the equipment.
- c. periodic tool inspection for assembly tools to assure tool fitness for use and configuration.

8.2 Verifiable documented objective evidence that:

- a. the required and actual data for chemical and temperature control requirements for chemical process solutions used during chemical processing and plating of product during repair and overhaul activities were within acceptable ranges during processing i.e. anodizing, chemical treatment of aluminum, cadmium plating, chrome plating, natal etch, rinse tanks etc,
- b. the required and actual process acceptance criteria and testing that verify necessary processes were accomplished and within required repair data parameters during repair and overhaul of parts, i.e., hydrogen embrittlement testing using notched tensile specimens, Boeing plating porosity meter, adhesion testing, hardness testing, corrosion testing, appearance, etc.
- c. specified coating thicknesses for organic and inorganic coating post process are directly measured and within acceptable ranges as defined by repair data, i.e., chrome plate thickness, cadmium plating thickness, paint thickness, etc.
- d. adhesion testing (dry, wet or solvent tape adhesion testing) is required for all applications of organic coatings (primer, topcoat or surfacer) on metallic or non metallic substrates per SOPM, D6-5000 (Special Commercial Airplane Company Finish codes or f-codes) or BAC/BSS specification requirements. When no requirement is specified for application of organic coating in the SOPM or CMM reference, the BAC/BSS reference or D6-5000 finish code requirements will be used for testing of organic coating adhesion.

8.3 Verifiable documented objective evidence of required and actual repair data for metal conditioning and machining including:

- a. all shot peen required and actual parameters (manual and automated) as well as demonstration

of intensity and saturation curves.

- b. all alloy steel and chrome grind required and actual parameters including grinding machine identification, wheel material information (material type, grit size, hardness, bond and structure), feeds (cross, down), speeds (wheel and work), and records of required periodic wheel dressing.
- c. stress relieve oven identification as well as records of times and temperatures.
- d. records of testing for heat damage post machining or grinding including method used and result of inspection.

8.4 Verifiable documented objective evidence of required and actual repair data for non-metallic (composite & adhesive) repairs and modifications including:

- a. parts and materials used in repair or modification,
- b. "out time" records for materials that demonstrate that time and temperature records from "out time" until cure are within material data requirements supplied by repair and or material OEM,
- c. composite ply lay up and orientation,
- d. documented location and size of composite repair
- e. spre cure processing of composite repair(compaction and/or debulk),
- f. cure time, temperatures, pressures and vacuum parameters and post cure inspection data including composite repairs, adhesive applications requiring room temperature or elevated cures with or without vacuum or pressure.

8.5 Verifiable documented objective evidence of required and actual inspection process parameters and methods for non destructive testing (NDT) inspections and the results of those inspections.

8.6 Verifiable objective evidence of Seller's ability to access and review Boeing and Boeing's agents purchase document clauses and requirements.

9. Seller shall maintain, and have available on a timely basis, Quality records traceable to the article delivered to Boeing. Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for a period of not less than (10) ten years from the date of shipment under each applicable Order for all product/part numbers unless otherwise specified on the order.

9.1 At the expiration of such period set forth above and prior to any disposal of records, Seller will notify Boeing of records to be disposed of and Boeing reserves the right to request delivery of such records. In the event Boeing chooses to exercise this right, Seller shall promptly deliver such records to Boeing at no additional cost on media agreed to by both parties.

10. In addition to other reporting requirements for Notification of Escapements, The Seller shall provide written notification to Boeing in the English language within one (1) business day when a nonconformance is determined to exist, or is suspected to exist, on products already delivered to Boeing or Boeing's customer. Written notification shall include:

- a. Boeing Purchase Document number(s),
- b. Affected process(es) or product number(s) and names,
- c. Description of the nonconforming condition (i.e., what it is and what is should be),

- d. Affected drawing number(s) and zone(s),
- e. Quantities, dates and destinations of delivered shipments,
- f. Suspect/affected serial number(s) or date codes
- g. Proposed actions/requests (i.e., units to be checked, recording required, method of check, etc.)

10.1 This notification is required irrespective of component type, aircraft type, aircraft program or suspected cause of the nonconformance for all product(s) under maintenance, repair or overhaul, inspection or modification services, where a nonconformance is determined to exist, or is suspected to exist.

10.2 Notification shall include above information as a minimum. The Seller shall notify the Boeing Procurement Representative who manages the purchase document, the Supplier Quality Representative and use any such reporting methods as assigned and communicated by Boeing.

11. Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts (contracted maintenance) as well as the obligation that they be flowed to the sub-tier supply chain. For the purpose of this clause, supply chain shall mean Seller's complete network of materials, equipment, information, and services integrated into products and services. It focuses on direct and lower-tier suppliers.

12. All SRM, AMM, CMM, Overhaul Manual, SOPM, BAC, BSS or other OEM instructions as applicable to the Maintenance, Repair, Overhaul and or Modification in this contract that contain the phrases such as, but not limited to, 'recommendations or recommended practices' etc. will be considered as Seller requirements pertaining to the instructions for Maintenance, Repair, Overhaul and or Modification for this contract.

BG43 01 OCT 2019 Note Suspended
 30 SEP 2017 Note Added

[Revision Details](#)

Article(s) on this shipment must have Federal Aviation Administration (FAA) Parts Manufacturer Approval (PMA), Technical Standard Order Authorization (TSOA), Production Certificate (PC) or equivalent National Aviation Authority (NAA) approval and be identified in accordance with applicable FAA or NAA Regulations. .

Article(s) on this shipment may subsequently be used on a European Union aircraft. Therefore articles are required to meet the most current regulatory requirements of the MAINTENANCE ANNEX GUIDANCE (MAG) BETWEEN THE FEDERAL AVIATION ADMINISTRATION for the UNITED STATES OF AMERICA AND THE EUROPEAN AVIATION SAFETY AGENCY for the EUROPEAN UNION.

Article(s) on this shipment require an Authorized Release Certificate (i.e.: FAA Form 8130-3, EASA Form One or other equivalent regulatory airworthiness approval documents) certifying the article(s) are new, were produced under an FAA Regulatory PAH authority or other NAA equivalent, conform to approved design data and are in airworthy condition. Seller shall provide the original or true certified copy of the regulatory airworthiness approval document. Seller's shipping documentation shall contain control identity of the article(s) on this shipment,

as applicable. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

When Airworthiness Directives (AD's) are represented as having been accomplished, the certificate of conformity shall specify AD number, AD amendment number, date, and method of compliance.

In addition to requirements specified elsewhere in this clause, the following requirements apply to articles produced under FAA PMA:

PMA articles conforming to design data obtained under a licensing agreement from the Type Certificate (TC) or Supplemental Type Certificate (STC) holder must be accompanied by a shipping document that states "Produced under licensing agreement from the holder of [insert TC or STC number]."

Individual detail parts of a PMA article must be accompanied by a shipping document that identifies the detail part as a subcomponent of a PMA article.

Article(s) on this shipment certified under FAA PMA, may subsequently be exported to a European Union country. Therefore, as required in the U.S. / European Union Aviation Safety Agreement Technical Implementation Procedures, PMA certification documentation must contain one of the following statements, as applicable: "This PMA part is not a critical component" or "This PMA part is a critical component". In accordance with regulations, "Critical Component" means a part identified as critical by the design approval holder during the product type validation process, or otherwise by the exporting authority.

Q08	01 OCT 2019 Note Suspended	Revision Details
	01 OCT 2004 Note Text Revised	
	01 JAN 2002 Baseline Note	

THE FOLLOWING SUPPLIER PART NUMBER(S) MEET OR EXCEED THE FLIGHT APPROVAL REQUIREMENTS FOR THE FOLLOWING BOEING SCD PART NUMBER(S)

SUPPLIER PART	NUMBER	SCD PART NUMBER
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Q102	01 OCT 2019 Note Suspended	Revision Details
	01 APR 2015 Note Text Revised	
	01 OCT 2012 Note Added	

Seller shall provide evidence that the product(s) provided in accordance with this purchase document are new, with traceability to the source from which such product(s) were obtained.

Seller shall provide a certified statement as to the identity and condition of each article. An article known to have been subjected to extreme stress, heat or environment (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) will

not be accepted.

Seller's packing sheet shall contain control identity of the article(s) on this shipment. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

Q103 01 OCT 2019 Note Suspended
 01 APR 2015 Note Text Revised
 01 OCT 2012 Note Added

[Revision Details](#)

Documentation for article(s) on this shipment must contain one or more of the following statements should be written in the remarks block of the FAA Form 8130-3, as applicable:

- For a PMA part which is not a "critical component" as defined in the EASA/FAA TECHNICAL IMPLEMENTATION PROCEDURES), the following statement should be written in the remarks block of the FAA Form 8130-3: "This PMA part is not a critical component."
- If the PMA holder is also the holder of the EASA STC design approval which incorporates the PMA part into an EASA certified or validated product, the following statement should be written in the remarks block of the FAA Form 8130-3: "Produced by the holder of the EASA STC number [INSERT THE FULL REFERENCE OF THE EASA STC INCORPORATING THE PMA]."
- For a PMA part conforming to design data obtained under a licensing agreement from the TC or STC holder according to 14 CFR Part 21, the following statement should be written in The remarks block of the FAA Form 8130-3: "Produced under licensing agreement from the holder of [INSERT TC or STC NUMBER]."

Q15 01 OCT 2019 Note Suspended
 01 OCT 2015 Note Text Revised
 01 APR 2009 Note Text Revised
 01 OCT 2004 Note Added

[Revision Details](#)

SELLER SHALL PERFORM FIRST ARTICLE INSPECTIONS (FAI) IN ACCORDANCE WITH AS/EN/SJAC 9102.

Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts related to the Products/Part Numbers. Supply Chain shall mean network of material, equipment, information, and services integrated into products and services for the ultimate customer.

R04 01 OCT 2019 Note Suspended
 01 OCT 2015 Note Text Revised
 01 APR 2009 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

BOEING DOCUMENT D6-1276 IS REQUIRED BY ENGINEERING DRAWING FOR THIS MACHINED PART. BOEING APPROVAL OF YOUR MANUFACTURING PLANNING IS REQUIRED THROUGH THE PROCUREMENT REPRESENTATIVE PRIOR TO SHIPMENT OF COMPLETED PARTS.

Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services. It focuses on direct and all lower-tier suppliers.

R05 01 OCT 2019 Note Suspended
 01 JAN 2002 Baseline Note

[Revision Details](#)

BOEING DOCUMENT D6-1276 APPLIES TO PARTS ON THIS ORDER AND IS INCORPORATED HEREIN. SUBMIT REQUIRED PROCESS PLANNING TO PROCUREMENT REPRESENTATIVE FOR BOEING APPROVAL. NOTIFY PROCUREMENT REPRESENTATIVE WHEN REQUIRED PRODUCTION FORGING WILL BE READY FOR EXAMINATION.

S61 01 OCT 2019 Note Suspended
 01 JAN 2002 Baseline Note

[Revision Details](#)

THIS IS A COMPONENT PART OF A DELEGATED END ITEM PART NUMBER ***** (ADD ASSEMBLY PART NUMBER HERE). BOEING SOURCE ACCEPTANCE HAS BEEN DELEGATED FOR THIS COMPONENT PART AND MUST BE INSPECTED BY A SUPPLIER QA REPRESENTATIVE AS AUTHORIZED BY BOEING.

S77 01 OCT 2019 Note Suspended
 01 JAN 2002 Baseline Note

[Revision Details](#)

FIRST ARTICLE INSPECTION IS REQUIRED AT BOEING, ON THE FIRST LOT OF PARTS RECEIVED FOR THIS PURCHASE ORDER. FOLLOW ON SHIPMENTS WILL NOT BE FORWARDED TO BOEING, PRIOR TO ACCEPTANCE OF FIRST ARTICLE.

U100 01 OCT 2019 Note Suspended
 22 OCT 2012 Note Added

[Revision Details](#)

All traceability documentation shall be forwarded to The Boeing Company, Kent Benaroya Distribution Center, for review and approval prior to the part(s) being shipped to the customer.

Deliver documents to:
ATTENTION - DIRECT SHIP
BOEING COMMERCIAL AIRPLANES
P. O. BOX 3707 M/S 3T-16
SEATTLE, WA 98124-2207

Direct Shipping approval will follow. Hold all shipments until written approval is received from the Boeing representative (buyer).

U101 01 OCT 2019 Note Suspended
 21 NOV 2014 Note Added

[Revision Details](#)

All traceability documentation shall be forwarded to The Boeing Company, Seattle Spares Distribution Center, for review and approval prior to the part(s) being shipped to the customer.

Deliver documents to:
ATTENTION - DIRECT SHIP
BOEING COMMERCIAL AIRPLANES
P.O. BOX 3707 M/S 34-18
SEATTLE, WA 98124-2207

Direct Shipping approval will follow. Hold all shipments until written approval is received from the Boeing representative (buyer).

15 AUG 2019

W101	15 AUG 2019 Note Text Revised
	19 JUL 2019 Note Text Revised
	01 JAN 2015 Note Added

[Revision Details](#)

Fabricate complete per latest engineering revision contained within Keep Up To Date (KUTD) and in accordance with any text instructions documented in the 'Fabrication Instructions' operation of the Outside Production Specification Plan (OPSP). If the OPSP lists a lower engineering document revision level than is in KUTD, suppliers are to use the most current revision. In the event where an engineering document revision change directly impacts the fabrication instructions; deeming them contradictory, unclear or unachievable, suppliers are to contact the Boeing Procurement Agent for instructions

19 JUL 2019

W101	19 JUL 2019 Note Text Revised
	01 JAN 2015 Note Added

[Revision Details](#)

Fabricate complete per latest engineering revision contained within Keep Up To Date (KUTD) unless Fabricate complete per latest engineering revision contained within Keep Up To Date (KUTD) and in accordance with any text instructions documented in the "Fabrication Instructions" operation of the Outside Production Specification Plan (OPSP). If the OPSP lists a lower engineering document revision level than is in KUTD, suppliers are to use the most current revision. In the event where an engineering document revision change directly impacts the fabrication instructions; deeming them contradictory, unclear or unachievable, suppliers are to contact the Boeing Procurement Agent for instructions.

25 JUN 2019

B101

25 JUN 2019 Note Text Revised
01 JUN 2019 Note Added

[Revision Details](#)

Accelerated delivery to the greatest extent possible in advance of the Contractual On Dock Schedule is desired. Any accelerated delivery will be at no additional expense to the Buyer or its Customer.

Notwithstanding anything to the contrary elsewhere in this contract, the payment-due date for deliveries made in accordance with this clause shall be computed from the latest of the actual delivery date, or the date of receipt of a correct invoice (if applicable).

01 JUN 2019

B101

01 JUN 2019 Note Added

[Revision Details](#)

Dock Schedule is desired. Any accelerated delivery will be at no additional expense to the Buyer or its Customer.

Notwithstanding anything to the contrary elsewhere in this contract, the payment-due date for deliveries made in accordance with this clause shall be computed from the latest of the actual delivery date, or the date of receipt of a correct invoice (if applicable).

16 JAN 2019

Q03

16 JAN 2019 Note Text Revised
01 OCT 2015 Note Text Revised
01 JAN 2012 Note Text Revised
01 OCT 2008 Note Text Revised
01 JAN 2007 Note Added

[Revision Details](#)

Records and Record Retention:

The Boeing Production Order shall not be used to record Supplier's processing. The Boeing Production Order (paper or electronic) shall be used to record Supplier's acceptance of quality operations. Supplier shall create an internal production order by making a copy of the Boeing Production Order or creating an internal production order based on the Boeing Production Order.

When a copy of the Boeing Production Order is used, it shall be modified to remove any reference to Boeing tools and/or methods of manufacture. Supplier's tools and/or methods of manufacture shall be added to its internal production order to provide a record of manufacture. Supplier's internal production order shall be traceable to the Boeing Production Order and shall be retained at Supplier's facility for a calendar year + ten years from the date of Product shipment unless otherwise specified on the order.

Supplier Production Record of Manufacture:

Supplier's internal production order is the record of manufacture for Boeing. It also serves as

Supplier's record of manufacture and Product acceptance. Supplier may make a copy of the Boeing Production Order or may produce an internal production order based on the Boeing Production Order and engineering requirements. Supplier's internal production order shall reflect Supplier's methods of manufacture and inspection. If a copy of the Boeing Production Order is used, Supplier shall delete on its internal production order any Boeing specific methods of manufacture and inspection (e.g., machine names, programming titles, inspection machines/methods, etc.) that do not reflect what Supplier will use to manufacture or inspect the Product. Supplier's internal production order shall contain the same inspection/test steps that are in the Boeing Production Order except for Coordinate Measuring Machine (CMM) operations, as described in the Special Supplier Stamping Instruction Q-Note. Supplier shall contact the Boeing MBU focal for all other inspection/test operations that cannot be performed as described in the Boeing Production Order.

Boeing Production Record of Acceptance:

The Boeing Production Order (paper or electronic, whichever is applicable) is the record of acceptance for Boeing after inspection operations are stamped by Supplier's inspection personnel. Suppliers providing Product or services shall do so in accordance with the basic steps provided in the Boeing Production Order, and included in Supplier's internal production order (see Supplier Production Record of Manufacture below). All inspections and tests shall be performed to ensure the Product meets the approved Boeing engineering requirements. If the Boeing Production Order contains Boeing-specific methods of inspection, other than CMM, that do not reflect what Supplier can or will use to inspect the Product, Supplier shall contact the Boeing MBU focal from which the Boeing Production Order originated. An exception to this rule is CMM operations as described in the Special Supplier Stamping Instruction Q07 Note. Supplier shall only indicate Product acceptance on this record in accordance with the stamping Quality Notes (ref. Q07). The Boeing Production Order pages included with the parts shall be returned with the completed Products, unless otherwise requested (e.g., one-time source acceptance facilitating direct shipment of product).

Boeing Production Record of Acceptance - Stamping Requirements:

Note: The Boeing Production Order with Supplier's quality stamp impressions (paper or electronic) is a legal document indicating Product and/or process acceptance.

- a.) D6-82479 Boeing-approved suppliers and D1-4426 Boeing-approved process suppliers shall only stamp adjacent to the inspection operation(s) certifying the operation was performed in accordance with applicable engineering specifications. Apply stamps only at indicated locations at the time the inspection/test is completed or prior to shipment. Enter the date the inspection/test was performed adjacent to all stamps applied to production records (paper records only).
- b.) When textual entries are required within inspection operations, such approved Suppliers shall provide those entries.
- c.) Such approved Suppliers shall not stamp manufacturing operations on the Boeing Production Order or make entries in those spaces within operations designated for Boeing in-house process verification. Boeing-approved Community Manufacturing Partnership (CMP) suppliers may complete acceptance of the Boeing production order by applying acceptance to operation 999

after reviewing both the Boeing work order and the Suppliers internal production order for completeness and accuracy. The following criteria must be met prior to CMP Suppliers completing acceptance to the Boeing work order: All requirements of the Q03 Note have been met. All operations on the Suppliers internal production order as well as the Boeing production order are complete and the order is ready for shipment.

d.) Stamp impressions placed in error or textual errors (wrong date, wrong part quantity, wrong information, etc.) by Supplier shall be voided:

Paper actions: This shall be accomplished by drawing a single line through the stamp impression or text and printing the word "VOID" next to the voided impression or text. The reason for every void shall be printed on the back of the page where it occurred (example: "Stamp placed in wrong location.") and Supplier's personnel who performed the void shall print, sign and date adjacent to the void.

Electronic actions: This shall be accomplished by following the stamp removal process in the electronic system. Perform this task by selecting/mouse clicking on applied stamp, selecting the appropriate remove acceptance statement, and then providing an adequate and accurate statement of why the stamp is being removed, and clicking the appropriate return/save buttons to apply.

e.) Suppliers not approved pursuant to D6-82479 shall adhere to all requirements established for approved suppliers. Additionally, such non-approved Suppliers shall provide a copy of their Record of Manufacture with the Boeing Production Order and the Products

Note: Fabrication inspectors will contact Suppliers when paper work errors are found on the Boeing Production Order.

Note: In special cases (applicable to paper transactions only), where Supplier does not use inspection stamps, Supplier may print its name, its inspector's last name, identification number (if assigned), and then sign and date adjacent to the inspection operation.

Boeing Production Record of Acceptance - Completed Products Identification Requirements:
Note: The following requirements apply to Products that are returned to Boeing that have been manufactured and/or processed by Suppliers.

a.) Identify (stamp) details and assemblies in accordance with engineering and BAC-5307 requirements.

b.) Identification shall include the engineering/manufacturing engineering configuration (part number), shop floor control/production order number, or traceability number, six-digit vendor (supplier) code, and the date of manufacture.

c.) Parts too small to mark may be bagged or tagged per engineering requirements BAC-5307.

THIS ARTICLE REQUIRES AN FAA 8130-3 AUTHORIZED RELEASE DOCUMENT
ISSUED BY A BOEING AUTHORIZED INDIVIDUAL UNDER 14 CFR PART 21.137 (O)
FOR APPROVED PC 700 ARTICLES.

IT IS THE SELLERS RESPONSIBILITY TO MEET ANY SPECIAL IMPORT
REQUIREMENTS OF THE COUNTRY TO WHICH THE PART IS SHIPPED.

Q29	16 JAN 2019 Note Text Revised	Revision Details
	01 MAY 2018 Note Text Revised	
	26 FEB 2018 Note Text Revised	
	30 SEP 2017 Note Text Revised	
	18 MAY 2017 Note Text Revised	
	01 OCT 2016 Note Text Revised	
	01 JUL 2016 Note Text Revised	
	01 OCT 2015 Note Text Revised	
	01 JUL 2015 Note Text Revised	
	01 APR 2015 Note Text Revised	
	01 JAN 2015 Note Text Revised	
	01 APR 2014 Note Text Revised	
	01 JAN 2014 Note Text Revised	
	01 JUL 2013 Note Text Revised	
	31 MAY 2013 Note Text Revised	
	01 JAN 2013 Note Text Revised	
	01 APR 2012 Note Text Revised	
	01 JUL 2011 Note Text Revised	
	01 APR 2011 Note Text Revised	
	01 OCT 2010 Note Text Revised	
	01 JUL 2010 Note Text Revised	
	01 APR 2010 Note Text Revised	
	01 JAN 2010 Note Text Revised	
	01 JUL 2009 Note Text Revised	
	13 MAY 2009 Note Text Revised	
	01 APR 2009 Note Text Revised	
	01 OCT 2008 Note Text Revised	
	01 JAN 2008 Note Text Revised	
	01 JUL 2007 Note Text Revised	
	01 JUL 2006 Note Text Revised	
	01 APR 2006 Note Added	

Seller shall comply with:

A. Boeing Form X31764

1 .Seller shall comply with the requirements of Form X31764 "Boeing Quality Purchasing Data Requirements". To ensure Seller is performing to the latest Boeing Form X31764, Seller shall access this form by selecting "Supplier Quality" from the menu bar and "Other Quality Requirements" of "Doing Business with Boeing" home page located at the following URL address: <http://www.boeingsuppliers.com/>. When entering the URL, use lower case letters only.

2. For purposes of this PO Note, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts as applicable based on the product requirements being procured.

B. AS/EN/JISQ 9100 Flow-Down Requirements

In accordance with AS/EN/JISQ 9100, Seller shall flow-down to its Supply Chain the applicable provisions/requirements of AS/EN/JISQ 9100.

C. PO Note Management Requirements

1. Seller shall comply with all PO Notes when required by applicable contractual agreement.

Boeing PO Notes are supplemental terms and conditions that consist of both quality and non-quality assurance terms and conditions. Each PO Note is designated by code number, e.g., Q29, S68, A21, etc. PO Notes may apply to the Seller via Boeing Purchase Contract or Purchase Order, and may be referenced by Boeing solicitations and letter agreements. A PO Note may be referred to as "PO Note" or "Note".

2. Boeing may revise the PO Notes from time to time. To ensure Seller is performing to the latest Boeing PO Note, Seller shall access the latest PO Note revisions via the Boeing Partners Network (BPN) Supplier Portal View. PO Notes are listed under "My Products". When Seller reviews a PO Note revision, the PO Notes page will reflect the revision as 'Acknowledged' by Seller. Seller shall access on a quarterly basis the latest PO Note revisions via the BPN Supplier Portal by the following dates of the year: 1/15, 4/15, 7/15 and 10/15.

3. The latest PO Note revision identified by the BPN Supplier Portal is effective, and therefore applicable to the Boeing Order as of the revision date of the PO Note, unless otherwise agreed to in writing by the parties for the applicable Order.

4. If Seller does not have BPN Supplier Portal access, Seller shall contact the Boeing Procurement Representative and request the latest PO Note text by specifying the applicable PO Note code number. Seller shall make such requests quarterly by the dates specified in above paragraph "2". Upon receipt of such request, Boeing will provide the applicable PO Note text to Seller. If Seller has an ERP purchase order, but no corresponding ERP purchase contract, upon request from Seller, Boeing will provide Seller the full text of each PO Note.

01 JUL 2018

U89

01 JUL 2018 Note Text Revised
30 SEP 2017 Note Text Revised
01 JUL 2015 Note Text Revised
01 OCT 2013 Note Text Revised
01 OCT 2006 Note Text Revised
01 APR 2006 Note Text Revised
01 JUL 2005 Note Text Revised

[Revision Details](#)

01 JAN 2003 Note Text Revised

01 JAN 2002 Baseline Note

THE BOEING COMPANY MAINTAINS A STATE OF WASHINGTON EXPLOSIVES PURCHASER LICENSE FOR PURCHASES FROM MANUFACTURERS OR SUPPLIERS LOCATED WITHIN THE STATE OF WASHINGTON (LICENSE NUMBER

EXPU00018465, EXPIRES 2/15/2019).

A CURRENT LIST OF EMPLOYEES AUTHORIZED TO ORDER EXPLOSIVES WITHIN THE STATE OF WASHINGTON WILL BE PROVIDED (WAC 296-52-63020) AND UPDATED AS CHANGES OCCUR.

U94

01 JUL 2018 Note Text Revised

[Revision Details](#)

01 JUL 2015 Note Text Revised

01 OCT 2013 Note Text Revised

01 OCT 2006 Note Text Revised

01 APR 2006 Note Text Revised

01 FEB 2003 Note Text Revised

01 JAN 2002 Baseline Note

THE BOEING COMPANY MAINTAINS AN ATF DEALER OF EXPLOSIVES LICENSE FOR EXPLOSIVES ACQUISITION, STORAGE AND DISTRIBUTION ACTIVITIES AT THE SEA-TAC SPARES DISTRIBUTION CENTER (BOEING COMMERCIAL AIRPLANE GROUP, 2001 S. 142ND ST., SEA-TAC, WA. 98168-3713, LICENSE NUMBER 9-WA-033-27-1A-12229, EXPIRES 1/1/2021.

29 JUN 2018

Q31

29 JUN 2018 Note Text Revised

[Revision Details](#)

01 MAY 2018 Note Text Revised

01 JUL 2017 Note Text Revised

18 MAY 2017 Note Text Revised

09 MAR 2017 Note Text Revised

01 JAN 2017 Note Text Revised

01 JAN 2016 Note Text Revised

21 OCT 2015 Note Text Revised

01 OCT 2015 Note Text Revised

01 APR 2014 Note Text Revised

01 OCT 2013 Note Text Revised

01 APR 2013 Note Text Revised

01 JUL 2012 Note Text Revised

01 APR 2012 Note Text Revised

01 JAN 2012 Note Text Revised

01 APR 2011 Note Added

This procurement is under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 quality system supplier control program. Unless explicit contractual direction is given to the contrary, no articles (or constituent parts thereof) ordered by Boeing Commercial Airplanes shall contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA) markings and the accompanying paperwork (e.g., packages, shippers, etc.) shall not contain any FAA-PMA markings.

THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON THE SHIPPING DOCUMENTATION OF ALL SHIPMENTS TO BOEING:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA) markings."

THE PREFERRED LOCATION FOR THE STATEMENT IS ON THE SHIPPING DOCUMENT, NEXT TO, OR FOLLOWING, THE CERTIFICATE OF CONFORMANCE (C of C). THE STATEMENT MAY BE PRINTED, STAMPED OR ATTACHED AS A LABEL OR STICKER TO THE SHIPPING DOCUMENTATION. IT IS ALLOWABLE TO REPLACE "Seller" WITH THE COMPANY NAME OR "WE".

Boeing requires that the provisions/requirements set forth above, as determined by the Seller to be applicable, be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services. It focuses on direct and all lower-tier suppliers.

01 MAY 2018

BG15

01 MAY 2018 Note Text Revised
30 SEP 2017 Note Added

[Revision Details](#)

This procurement is under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 quality system supplier control program.

Unless explicit direction is given to the contrary, no articles (or constituent parts thereof) ordered by Boeing shall contain any Federal Aviation Administration-Parts Manufacturer Approval (FAA-PMA) markings and the accompanying paperwork (e.g., packages, shippers, etc.) shall not contain any FAA-PMA markings.

FOR ALL SHIPMENTS OF ARTICLES INTENDED FOR USE ON BOEING COMMERCIAL AIRCRAFT, THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON THE SHIPPING DOCUMENTATION:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA)."

Seller shall comply with following requirements and flow down all applicable sections of this Note to its subcontractors:

1. Seller shall furnish goods and services in accordance with all requirements of this purchase document (including descriptions, specifications, drawings and schedules), to standard commercial practices and where applicable, other specifications identified within the technical requirements documentation or other attachments which are part of this purchase document. The Seller shall ensure that all articles are of new manufacture and free of Foreign Object Debris/Damage (FOD).
2. Seller shall ensure right of entry and provide all reasonable facilities to Boeing, Boeing Customer, and Regulatory Agency personnel to inspect and evaluate Seller's facilities, systems, data, equipment, personnel and any articles that will be incorporated into Boeing type-certificated articles. Right of entry/access includes meeting the requirements of the FAA and/or applicable equivalent foreign civil aviation authorities to perform oversight of the facility. While Boeing reserves the right to conduct inspection on a surveillance basis or to the extent of 100 percent inspection, no shipments are to be held for Boeing unless Boeing Source Acceptance is invoked on the purchase document.
3. Seller shall maintain, and have available on a timely basis, Quality records traceable to the conformance of the article delivered to Boeing. Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for calendar year plus (10) ten years from the date of shipment under each applicable Order for all product/part numbers unless otherwise specified on the purchase order.
4. Seller shall strictly control all inventory of Boeing proprietary articles that are in excess of purchase document quantity in order to prevent articles from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide articles from excess inventory that were previously rejected or returned by Boeing without prior written authorization from Boeing.
5. When Boeing identifies nonconforming articles and determines the cause to be the Seller's fault, the Seller shall be notified and take immediate action to eliminate the nonconformance on all articles in Seller's control. Boeing will provide the Seller with notification. Upon receipt of such notification, the Seller shall develop and implement acceptable corrective action. Seller shall also maintain, on file, verification that root cause corrective action has occurred and has resolved the subject condition. Boeing reserves the right to review the verification data at the Seller's facility or have the data submitted to Boeing.
6. Boeing reserves the right to reject any root cause and/or corrective action determination provided by the Seller, and may request subsequent investigation and/or corrective action to either Boeing or Seller-initiated corrective action requests. If the Seller is late in responding to corrective action requests by Boeing, or if Boeing requires subsequent corrective action, Boeing reserves the right to withhold acceptance of shipments either at source or destination until Seller's corrective action is submitted to Boeing's satisfaction.
7. For material, part, assembly, unit or other aircraft hardware (hereafter referred to as 'Product') returned for rework as the result of a Seller generated Notification of Escapement (NOE) or

Expanded Scope SQIS RCCA record, Seller shall: a) When nonconformance rework is not measurable or visible after completion of rework, ensure Product(s) are identified with a distinctive marking method to identify that Product has been reworked by Seller to resolve the NOE or Expanded Scope nonconformance when responding to a Corrective Action RCCA required SQIS record. Marking method shall be mutually agreed to by Boeing Material Review Board (MRB) and Seller to minimize cost and disruption, and may vary due to Product size, available space on Product, and airplane installation location. Agreed to marking method shall be identified by the Seller on the relevant NOE or Expanded Scope SQIS RCCA record. b) Ensure pack slip document states that Product has been reworked under all relevant NOEs, including the applicable NOE numbers. For SQIS RCCA Expanded Scope, include the applicable Nonconformance record (NC) number(s).

8. When the Seller disagrees with the determination of fault, Seller shall submit a Change of Charge (COC) request to the initiator within thirty (30) calendar days from the date of notification. The request must include the reason and documentation/objective evidence supporting the request. Failure to notify Boeing of disagreement with the determination of fault will be deemed to be a confirmation of the Seller's acceptance of nonconformance responsibility.

9. Seller shall provide written notification to Boeing when a nonconformance is determined to exist, or is suspected to exist, on product already delivered to Boeing:

9.1 Written notification shall include the following information:

- a. Boeing Purchase Document number(s).
- b. Affected process(es) or product number(s) and names.
- c. Description of the nonconforming condition and the affected engineering requirement (i.e. what it is and what it should be).
- d. Quantities, dates and destinations of delivered shipments.
- e. Suspect/affected serial number(s) or date codes.

Notification must occur within three (3) business days of knowing all the above information. However, if the condition is possible safety of flight, submit all available information immediately.

9.2 Seller shall notify the BCA Supplier Quality Special Investigations Group.

9.3 Written notification shall be submitted to the BCA Supplier Quality Special Investigations Group through the Boeing Partners Network, via the "BCA Notification of Escapement" link in "My Products" or when unavailable, the Boeing Procurement Representative.

9.4 If directed by the Boeing Supplier Quality Representative (SQR), Seller shall submit a Background Notification (BN) form to the Boeing SQR for pre-evaluation and guidance. The BN form is available at the following website: <http://www.boeingsuppliers.com/d14426/index.html> , by selecting the User Instructions / Processor Requirements link, then the Exhibits and Appendices link, and then the Exhibit IV link.

9.5 If the nonconforming condition has been previously identified by Boeing using a nonconformance record and a corrective action has been requested, the Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition). Boeing discovered issues where corrective action has not been officially requested by Boeing (Nonconformance Notification (NN) issued in lieu of Root Cause Corrective Action (RCCA) Request) are also in scope of the NoE process.

Note: Additional part numbers or new nonconforming conditions are in scope for the NoE process.

9.6 The requirements set forth above shall be flowed down by Seller to Seller's supply chain,

with the modification that all supply chain notification shall pass through Seller (and not be made direct from supply chain to Boeing). Seller shall notify Boeing of all sub-tier escapes in accordance with respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services.

10. Seller is required to maintain compliance with Boeing Approved Process Sources (D1-4426) as may be revised from time to time. This document defines the approved sources for special processing, composite raw materials, composite products, aircraft bearings, designated fasteners, and metallic raw materials.

11. Seller shall maintain actual processor certifications for all D1-4426 special processes performed in accordance with the requirements of this purchase document. In addition to all certification requirements defined by the applicable processing specification(s), the certifications shall contain the following:

- a. The complete part number of the article(s) represented by the certification;
- b. The total quantity of the parts (for each part number) represented by the certification;
- c. The company name and address of the performing processor. The address shall include street address, city and state;
- d. The specification number(s) and revision letter of the D1-4426 process performed. Seller shall provide such certification upon Boeing request.

12. Seller's use of approved processors does not relieve Seller from verifying that the processor and the article conforms to all applicable process specification requirements.

13. Where Boeing specifications and/or processes are listed within the detail design, specification control, or envelope drawing, incorporated by this purchase document, Seller shall adhere to the latest revision of the Boeing specification and/or process, unless otherwise specified in the purchase document.

14. When specifically requested by Boeing, Seller shall make specified quality data and/or approved design data available in the English language.

15. Raw material must not be re-certified with respect to heat treat temper, thickness, diameter, width or cross sectional area or product form. Heat treating, machining or cutting of thicker product or other product forms shall not be supplied in lieu of specified product unless specifically authorized by Boeing. Raw material certifications for material or parts shall reflect the temper, form, and size of the raw material as originally manufactured by the raw material producer.

15.1 Boeing Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with D1-4426, Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

15.2 McDonnell Douglas (MD) Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with DMS2201, Procurement From Foreign Sources - Metallic Raw Materials QPL (Qualified Product List) and D1-4426 Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

16. Seller shall ensure that interior articles that are certified to Federal Aviation Regulation (FAR) 25.853 requirements continue to meet such requirements for subsequent articles on

production units. Upon request, the supplier shall provide proof of testing of articles to verify their conformance to flammability requirements.

17. When the Seller uses sampling inspection as a means of product acceptance, the plan shall be statistically valid and appropriate for use. The plan shall preclude the acceptance of known defectives in the lot.

18. For Diversion/Offload Work, the Seller's operator shall stamp to the right of each Seller accomplished production operation on the Production Order (PO), or Seller's equivalent shop traveler. The Seller's inspector shall stamp to the right of each established inspection operation on the PO or Seller's equivalent shop traveler to certify the quality and completeness of the work operation performed.

19. The Seller's shipping documentation shall contain the following:

a. A Packing Sheet;

b. A Certificate of Conformity (C of C) statement on the packing sheet certifying its Quality Assurance department has inspected the articles and they adhere to all contract requirements, applicable drawings/ specifications;

c. For articles intended for use on Boeing Commercial Aircraft, the statement, "Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA)."

d. The nonconformance/rejection tag number(s), and a copy of the nonconformance/rejection tag(s) for the articles shipped, as applicable;

e. Evidence of Boeing acceptance, when Boeing Source Acceptance is required;

f. A Serialized Parts List identifying parts with assigned serial numbers. The list shall contain the part numbers, part nomenclature and part serial numbers. This list shall also include part change letters when applicable;

g. Control identity of the end item deliverable of raw material or purchased articles, as applicable. The control identification is traceable to the article processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots. Serial numbers are required as part of control identity when specified by the engineering data; When the Seller is located outside of the United States and they submit an EASA/JAA/FCAA FORM-1, the following conditions must exist on the form:

1. Block 11 status is identified as "NEW"

and

2. Block 12 titled "Remarks" contains a statement certifying the Seller's Quality Assurance department has inspected the parts.

and

3. Block 12 titled "Remarks" does not contain certification statements of PMA, prototype, not to be installed on certified aircraft, or any statement that does not support PC700 certification.

and

4. Block 13a "Certifies that the items identified above were manufactured in conformity to: approved design data and are in condition for safe operation"

This procurement is under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 quality system supplier control program.

Unless explicit direction is given to the contrary, no articles (or constituent parts thereof) ordered by Boeing shall contain any Federal Aviation Administration-Parts Manufacturer Approval (FAA-PMA) markings, the articles shall not be certified under an FAA-PMA approval, and the accompanying paperwork (e.g., packages, shippers, etc) shall not contain any FAA-PMA markings.

FOR ALL SHIPMENTS OF ARTICLES INTENDED FOR USE ON BOEING COMMERCIAL AIRCRAFT, THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON THE SHIPPING DOCUMENTATION:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA)."

Seller shall comply with the following requirements and flow down in Seller's direct supply contracts related to the Products/Part Numbers. Supply chain shall mean network of material, equipment, information, and services integrated into products and services for the ultimate customer:

1.0 Change in Quality Management Representative

1.1 Seller shall promptly notify Boeing of any changes in the management representative with assigned responsibility and authority for the quality system.

2.0 English Language

2.1 When specifically requested by Boeing, Seller shall make specified quality data and/or approved design data available in the English language.

3.0 Change in Manufacturing Facility

3.1 Seller shall immediately notify Boeing in writing of any change to the name of the manufacturing facility or the manufacturing facility location of the contracted part number or assembly. Notification shall be made to the Boeing Procurement Representative responsible for the management of this purchase document and the Boeing Supplier Quality Representative responsible for the oversight of the Seller's Quality Management System.

4.0 Retention of Records.

4.1 Seller shall maintain, and have available on a timely basis, Quality records traceable to the conformance of the article(s) delivered to Boeing. Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for calendar year plus (10) ten years from the date of shipment under each applicable Order for all articles unless otherwise specified on the Order.

4.2 At the expiration of such period set forth above and prior to any disposal of records, Seller will notify Boeing of records to be disposed of and Boeing reserves the right to request delivery of such records. In the event Boeing chooses to exercise this right, Seller shall promptly deliver such records to Boeing at no additional cost on media agreed to by both parties.

5.0 Excess Inventory

5.1 Seller shall strictly control all inventory of Boeing proprietary articles that are in excess of purchase document quantity in order to prevent articles from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide articles from excess inventory that were previously rejected or returned by Boeing without prior written authorization from Boeing.

6.0 Control of Nonconforming Product

6.1 When Boeing notifies Seller of a detected nonconformance, Seller shall immediately take action to eliminate the nonconformance on all products in Seller's control. When nonconforming product is determined to be Seller's fault, Boeing will provide Seller with notification. Upon receipt of such notification, Seller shall develop and implement acceptable corrective action.

6.2 Seller shall maintain verification that root cause corrective action has occurred and has resolved the nonconforming condition. At the specific request of Boeing, this verification shall occur after implementation of the corrective action to ensure detected nonconformance has been eliminated. Boeing reserves the right to review the verification data at the Seller's facility or have the data submitted to Boeing.

6.3 When Seller disagrees with the determination of fault, Seller shall submit a Change of Charge (COC) request to the initiator within thirty (30) calendar days from the date of notification. The request must include the reason and documentation/objective evidence supporting the request. Failure to notify Boeing of disagreement with the determination of fault will be deemed to be a confirmation of Seller's acceptance of nonconformance responsibility.

6.4 Boeing reserves the right to reject any root cause and/or corrective action determination provided by Seller, and may request subsequent investigation and/or corrective action to either Boeing or Seller-initiated corrective action requests. If Seller is late in responding to Boeing corrective action requests, or if Boeing requires subsequent corrective action, Boeing reserves the right to withhold acceptance of shipments either at source or destination until Seller corrective action is submitted to Boeing's satisfaction.

6.5 For material, part, assembly, unit or other aircraft hardware (hereafter referred to as 'Product')

returned for rework as the result of a Seller generated Notification of Escapement (NOE) or Expanded Scope SQIS RCCA record, Seller shall: a) When nonconformance rework is not measurable or visible after completion of rework, ensure Product(s) are identified with a distinctive marking method to identify that Product has been reworked by Seller to resolve the NOE or Expanded Scope nonconformance when responding to a Corrective Action RCCA required SQIS record. Marking method shall be mutually agreed to by Boeing Material Review Board (MRB) and Seller to minimize cost and disruption, and may vary due to Product size, available space on Product, and airplane installation location. Agreed to marking method shall be identified by the Seller on the relevant NOE or Expanded Scope SQIS RCCA record. b) Ensure pack slip document states that Product has been reworked under all relevant NOEs, including the applicable NOE numbers. For SQIS RCCA Expanded Scope, include the applicable Nonconformance record (NC) number(s).

7.0 Notification of Escape (NOE)

7.1 Seller shall provide written notification to Boeing when a nonconformance is determined to exist, or is suspected to exist, on product already delivered to Boeing.

7.2 Written notification shall include the following information:

- a. Boeing Purchase Document number(s).
- b. Affected process(es) or product number(s) and names.
- c. Description of the nonconforming condition and the affected engineering requirement (i.e. what it is and what it should be).
- d. Quantities, dates and destinations of delivered shipments.
- e. Suspect/affected serial number(s) or date codes.

Notification must occur within three (3) business days of knowing all the above information. However, if the condition is possible safety of flight, submit all available information immediately.

7.3 Seller shall notify the BCA Supplier Quality Special Investigations Group.

7.4 Written notification shall be submitted to the BCA Supplier Quality Special Investigations Group through the Boeing Partners Network, via the "BCA Notification of Escapement" link in "My Products" or when unavailable, the Boeing Procurement Representative.

7.5 If directed by the Boeing Supplier Quality Representative (SQR), Seller shall submit a Background Notification (BN) form to the Boeing SQR for pre-evaluation and guidance. The BN form is available at the following website: <http://www.boeingsuppliers.com/d14426/index.html> , by selecting the User Instructions / Processor Requirements link, then the Exhibits and Appendices link, and then the Exhibit IV link.

7.6 If the nonconforming condition has been previously identified by Boeing using a nonconformance record and a corrective action has been requested, the Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition). Boeing discovered issues where corrective action has not been

officially requested by Boeing (Nonconformance Notification (NN) issued in lieu of Root Cause Corrective Action (RCCA) Request) are also in scope for the NoE process.

Note: Additional part numbers or new nonconforming conditions are in scope for the NoE process.

7.7 The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not be made direct from supply chain to Boeing). Seller shall notify Boeing of all sub-tier escapes in accordance with respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services.

8.0 Supplier Funded Source Inspection

8.1 If the Seller fails to achieve and maintain Bronze quality acceptance rate for BCA as shown in Enterprise Supplier Performance Measurement (ESPM) or its equivalent, the Seller may be subject to Supplier Funded Source Inspection (SFSI). Furthermore, without regard to ESPM or equivalent metrics, if upon Boeing's determination, after coordination with Seller, that Seller's quality failures represent a chronic or substantial impact to Boeing, then SFSI may be implemented at Boeing discretion. SFSI may be implemented in accordance with any of the following steps:

- a. Obtaining source inspection from a Boeing-qualified contractor at Seller's own expense;
- b. Reimbursing Boeing for reasonable Boeing costs incurred at the point of manufacture (i.e. Seller's site) to verify product conformance;
- c. Reimburse Boeing for reasonable Boeing costs incurred at the point of receipt to verify product conformance.

Note: The Seller's ESPM or equivalent quality acceptance rate is a calculation of the ratio of acceptable units delivered to the total units delivered, or an alternate criteria quality acceptance rating, equivalent to 100% as defined by the contracting Boeing site(s).

9.0 Boeing Approved Process Sources (D1-4426)

9.1 Seller is required to maintain compliance with this document as may be revised from time to time. This document defines the approved sources for special processing, composite raw materials, composite products, aircraft bearings, designated fasteners, and metallic raw materials.

9.2 Seller and their subcontractor(s) shall utilize sources listed in Document D1-4426 "Approved Process Sources" whenever the manufacturing and/or inspection processes listed in D1-4426 are performed on this purchase document. The current version of D1-4426 is accessible via the internet at the following web address <http://www.boeingsuppliers.com/d14426/>

9.3 Seller shall maintain actual processor certification for all D1-4426 special processes performed in accordance with the requirements of this purchase document. In addition to all certification requirements defined by the applicable processing specification(s), the certifications

shall contain the following:

- a. The complete part number of the article(s) represented by the certification;
- b. The total quantity of the parts (for each part number) represented by the certification;
- c. The company name and address of the performing processor. The address shall include street address, city and state;
- d. The specification number(s) and revision letter of the D1-4426 process performed.

9.4 Seller shall provide such certification upon Boeing request.

9.5 Seller's use of approved processors does not relieve Seller from verifying that the processor and the products conform to all applicable process specification requirements.

9.6 Where Boeing specifications and/or processes are listed within the detail design, specification control, or envelope drawing, incorporated by this purchase document, Seller shall adhere to the latest revision of the Boeing specification and/or process, unless otherwise specified in the purchase document.

10.0 Shipping Documentation:

10.1 Seller's shipping documentation shall contain the following:

- a. Packing Sheet;
- b. A Certificate of Conformity (C of C) statement on the packing sheet certifying its Quality Assurance department has inspected the articles and they adhere to all contract requirements, applicable drawings/ specifications;
- c. For articles intended for use on Boeing Commercial Aircraft, the statement, "Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA)."
- d. The nonconformance/rejection tag number(s), and a copy of the nonconformance/rejection tag(s) for the articles shipped, as applicable;
- e. Evidence of Boeing's product acceptance, when Boeing Source Acceptance is required;
- f. A Serialized Parts List identifying parts with an assigned serial numbers. The list shall contain the part numbers, part nomenclature and part serial numbers. This list shall also include part change letters when applicable;
- g. Control identity of the end item deliverable of raw material or purchased articles, as applicable. The control identification is traceable to the article processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots. Serial numbers are required as part of the control identity when specified by the engineering data;
- h. When the Seller is located outside of the United States and they submit an EASA/JAA/FCAA FORM-1, the following conditions must exist on the form:

- 1. Block 11 status is identified as "NEW"

- and
2. Block 12 titled "Remarks" contains a statement certifying the Seller's Quality Assurance department has inspected the parts.
- and
3. Block 12 titled "Remarks" does not contain certification statements of PMA, prototype, not to be installed on certified aircraft, or any statement that does not support PC700 certification.
- and
4. Block 13a "Certifies that the items identified above were manufactured in conformity to: approved design data and are in condition for safe operation"

11.0 Digital Product Definition

- 11.1 Boeing document D6-51991, "Quality Assurance Standard for Digital Product Definition at Boeing Suppliers". When Type Design Digital Product Definition (DPD) data is utilized in manufacturing, inspection and sub-tier flow-down of product definition, Seller shall have a quality system to control Type Design DPD data to the extent necessary to fulfill program requirements. Seller must obtain Boeing DPD capability approval.

12.0 Seller Tooling Requirements

- 12.1 Seller shall comply with the requirements of D33200, "Boeing Suppliers' Tooling Document." It is Seller's responsibility to comply with the latest revision of these documents.

13.0 Seller Material Review Board (MRB) Limitations

- 13.1 Seller is not authorized to disposition nonconforming McDonnell Douglas (MD) Heritage design product. Requests for Boeing MRB dispositions (Use as is, Rework or Repair) of MD Heritage design shall be submitted through the Request for Assistance (RFA) using the Supplier Nonconformance Notification (SNN).

- 13.2 Any nonconformance of Seller's own detailed design, manufacturing, or process requirements not included in, or affecting specifications or drawings forming a part of this purchase document may be addressed by Seller's normal material review process. Seller shall not make repairs or accept without repair any nonconforming condition adversely affecting fit, form, function, performance, safety, weight, maintainability, service life, interchangeability, or appearance (where a factor) for this article.

14.0 Material Substitution Requests

- 14.1 Material Substitutions are a change to Type Design Data and require an EO/SEO to the applicable drawing, or inclusion in the Approved Material Substitution List (AMSL) or Part Specific Approved Material Substitution List (PSAMSL) as applicable. Sellers shall submit material substitution requests on a Engineering Liaison Request (ELR) to the Boeing Procurement Agent. Material substitutions listed in the AMSL or PSAMSL do not require additional Boeing authority.

Seller is authorized to utilize the listed substitutions within the guidelines and requirements of

the AMSL/PSAMSL.

15.0 McDonnell Douglas (MD) Heritage Deliverable Software

15.1 Sellers providing Boeing with software or articles containing software shall prepare, implement and maintain a Software Quality Assurance Plan specifying the software quality assurance program. Seller shall document the plan in accordance with the requirements of Data Item Description Q-320, Software Quality Assurance Plan. (Reference Seller's Supplier Data Requirements List (SDRL). The plan and any subsequent changes thereto require Software Quality Assurance written approval prior to implementation.

16.0 Raw Material

16.1 Raw material must not be re-certified with respect to heat treat temper, thickness, diameter, width or cross sectional area or product form. Heat treating, machining or cutting of thicker product or other product forms shall not be supplied in lieu of specified product unless specifically authorized by Boeing. Raw material certifications for material or parts shall reflect the temper, form, and size of the raw material as originally manufactured by the raw material producer.

16.2 When Seller utilizes test reports to accept Seller purchased raw material, the following requirements apply:

- a. Test reports shall be checked 100% against Seller's requirements and applicable specifications.
- b. Validation test requirement: Seller shall periodically validate test reports for raw material accepted on the basis of test reports. That validation shall be accomplished by Seller or other independent party through periodic, scheduled tests of raw material samples. Schedules for frequency of tests will be established by Seller based on historical performance of the raw material supplier.
- c. Seller shall retain test reports provided by the raw material supplier, as well as Seller's validation test results as quality records traceable to the conformance of Goods, as specified elsewhere in this Contract.

16.3 Boeing Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with D1-4426, Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

16.4 McDonnell Douglas (MD) Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with DMS2201, Procurement From Foreign Sources - Metallic Raw Materials QPL (Qualified Product List) and D1-4426 Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

17.0 Products of New Manufacture

17.1 Seller shall ensure that all products and materials are of new manufacture and free of Foreign Object Debris/Damage (FOD). All products and materials delivered, and processes performed, shall meet all specifications and requirements contained in the Purchase Document including reference documents specified therein.

18.0 Assistance

18.1 Seller and their subcontractors shall provide all reasonable assistance, facilities and equipment to itinerant and/or resident Boeing and Regulatory Agency personnel. Seller shall ensure right of entry and provide all reasonable facilities to Boeing, Boeing Customer, and Regulatory Agency personnel to inspect and evaluate Seller's facilities, systems, data, equipment, personnel and any articles that will be incorporated into Boeing type-certificated articles. Right of entry/access includes meeting the requirements of the FAA and/or applicable equivalent foreign civil aviation authorities to perform oversight of the facility. While Boeing reserves the right to conduct inspection on a surveillance basis or to the extent of 100 percent inspection, no shipments are to be held for Boeing unless Boeing Source Acceptance is invoked on the purchase document.

19.0 Flammability Requirements

19.1 Seller shall verify that interior articles that are certified to Federal Aviation Regulation (FAR)

25.853 requirements continue to meet such requirements for subsequent production units. At Boeing request, the Seller shall provide proof of testing of articles to verify their conformance to flammability requirements.

20.0 Technical Data Control and Acceptance

20.1 After Boeing acceptance of a Seller product design, no changes shall be made without written authorization from Boeing for any change which will or may affect:

- a. Interchangeability, performance, weight, safety, reliability, service life, fit, form, function, and maintainability;
- b. Federal Aviation Administration (FAA) type certification; or
- c. Boeing Qualification status.

21.0 Requirements for Delegation of Product Verification

21.1 When Seller delegates product verification, Seller shall conform to the requirements of AS9117, "Delegated Product Release Verification", as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system conforms to the requirements of AS9117.

AS9117 establishes minimum requirements for Seller's delegation of product verification. When delegating product verification, Seller is not relieved of the obligations under this contract.

Aerospace standards such as AS9117 can be obtained from SAE, the Society of Automotive Engineers at: <http://www.sae.org>

BG41 01 MAY 2018 Note Text Revised
 30 SEP 2017 Note Added

[Revision Details](#)

Parts on this shipment must have FAA Parts manufacturers Approval in accordance with Federal Aviation Regulation 14CFR21.9 and be identified in accordance with Federal Aviation Regulation 14CFR45.15. The following note is to be placed on the packing sheets of the shipment and signed by a person within your organization with responsibility for the conformity of the part to the FAA type certified engineering drawing.

It is hereby certified that, (a) the parts and/or materials reflected herein were produced under a Federal Aviation Administration approved manufacturing and quality control system as set forth in Federal Aviation Regulation 14CFR Part 21, and (b) all parts and/or materials are certified new, conform to their approved design and are in a condition for safe operation.

BG42 01 MAY 2018 Note Text Revised
 30 SEP 2017 Note Added

[Revision Details](#)

1. Seller's certificated repair station is required to be a Buyer approved repair station and must sustain such approved status on an on-going basis. Seller shall provide copy of air agency certificate to Buyer representative upon request. Representatives of Buyer and/or the Federal Aviation Administration (FAA) may inspect and evaluate Seller's facilities, systems, data, equipment, personnel and all completed products processed under this contract. (If Seller is non domestic, the government agency equivalent to the FAA may conduct such inspection and evaluation.)

2. Work performed under this contract must be accomplished in compliance with Seller's applicable valid air agency certificate(s). A description of the work accomplished by the Seller shall be included with each shipment. All documentation required by this contract and regulation, including dual release airworthiness certification (if required), must be included with each shipment.

Maintenance, Repair, Overhaul and or Modification work performed on articles under this contract must be performed and subsequently returned to Boeing or Boeing's Customer from a Buyer approved certificated repair station. Articles which have undergone Maintenance, Repair, Overhaul and or Modification and subsequently returned to Boeing or Boeing's Customer with an Authorized Release Certificate from non-buyer approved repair station(s) will be not be accepted. Costs for delays and re-processing of articles; subsequent re-inspection and repair or modification of articles from a non-buyer approved repair station will be borne by the Seller.

3. The Quality Clauses and requirements contained in document D6-84944 Section 1 apply to this purchase document. Quality Clauses found in Section 2 of D6-84944 apply if no Boeing term contract has been executed with the Seller.

4. At a minimum Seller shall include with each shipment a signed and completed copy of FAA Form 8130-3 'Airworthiness Approval' tag for each article. The return to service must comply with all regulatory requirements including but not limited to, current FAA orders and memoranda. The airworthiness certification must also comply with FAA Order 8130.21 latest revision. The FAA Form 8130-3 'Airworthiness Approval' tag or a separate document as referenced on the Form 8130-3 'Airworthiness Approval' tag must document the identity of maintenance documents and/or the associated revision status and date of each.

4.1 In the case of maintenance carried out by a U.S.-based EASA Part-145 approved organization subject to the Agreement, EASA only recognizes the dual release FAA Form 8130-3 for component, engine, or propeller maintenance. If an FAA/EASA Dual Release is required by this order, the following is necessary:

- a. The FAA Form 8130-3 must include the EASA Part-145 release to service certifying statement, the EASA Part-145 Approval Certificate number in block 12, and specify any overhaul, repairs, alterations, ADs, replacement parts, PMA parts, and quote the reference and issue/revision of the approved data used.
- b. The status of the component (repaired, inspected, overhauled, etc.) shall appear in block 11 with any relevant comments including detailed references to approved data, Ads, etc., in block 12. Example: "Overhauled in accordance with CMM 111, Section X, Rev 2, S/B 23 and FAA AD xyz complied with. Full details held on WO 456."
- c. Block 12 shall also contain the following statement: "Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number: "EASA 145....."

4.2 For the Boeing Company to accept electronically signed authorized release certificate (FAA 8130-3), Seller/ Certificate holder must have a current FAA Approved OPS Spec A025, Electronic/Digital Recordkeeping System, Electronic/Digital Signature, and Electronic Media approval and provide the FAA Approved OPS Spec A025 information to Boeing Company. In addition, the Boeing Company may elect to review the procedures associated with the A025 and the seller may be required to demonstrate access and controls for personnel who are authorized to return to service, articles under the repair station cert as required in Section 145.157 entitled Personnel authorized to approve an article for return to service. In the absence of the A025 authorization, the person returning the article to service must provide an original signature on the FAA form 8130-3 Return to Service

5. If Seller is located in the United States and performs safety-sensitive functions, as described in 14 CFR 120, Drug and Alcohol Testing Program, Seller must be able to demonstrate compliance with the antidrug and alcohol misuse prevention programs for personnel engaged in safety-sensitive functions, including subcontracts at any tier, for work accomplished under this contract.

5.1 In this regard, Seller must provide along with other documents and certifications a copy of the:

- a. Form A449 (Antidrug and Alcohol Misuse Prevention Program
- or

- b. A statement made in the FAA Form 8130-3 Authorized Release Certificate block 12 that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."
- or
- c. A statement made in the FAA Form 8130-3 Authorized Release Certificate block 12 that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."
- or
- d. A statement in the pack slip signed and dated by the appropriate Quality Assurance personnel that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."

6. If Seller meets the definition of a hazmat employer under 49 CFR 171.8 definitions and abbreviations, Seller must have a hazardous materials training program that meets the training requirements of 49 CFR 172, subpart H, training.

7.0 FOD Prevention Program - Seller is required to establish and maintain a FOD prevention program in compliance with AS/EN/SJAC 9146 Foreign Object Damage (FOD) Prevention Program - Requirements for Aviation, Space, and Defense Organizations.

Seller shall comply with "AS/EN/SJAC 9146 Foreign Object Damage (FOD) Prevention Program - Requirements for Aviation, Space, and Defense Organizations" effective 1/1/2018. Buyer reserves the right to conduct surveillance at Seller's facility to determine whether Seller's quality system meets the requirements of this clause.

Aerospace standards such as AS9146 can be obtained from SAE International at <http://standards.sae.org/>

8. Seller's certificated repair station is required to keep documented objective evidence in the form of records as part of the maintenance, repair and overhaul statement of work per Boeing or other OEM repair data for the following:

8.1 Verifiable documented objective evidence of:

- a. pyrometric certification and control of ovens, autoclaves and other pyrometric equipment used for processing of parts, i.e., post plate baking, stress relieving, heat blanket repair and autoclave processing.
- b. equipment being calibrated over the range of usage for the equipment.
- c. periodic tool inspection for assembly tools to assure tool fitness for use and configuration.

8.2 Verifiable documented objective evidence that:

- a. the required and actual data for chemical and temperature control requirements for chemical process solutions used during chemical processing and plating of product during repair and overhaul activities were within acceptable ranges during processing i.e. anodizing, chemical treatment of aluminum, cadmium plating, chrome plating, natal etch, rinse tanks etc,
- b. the required and actual process acceptance criteria and testing that verify necessary processes were accomplished and within required repair data parameters during repair and overhaul of

- parts, i.e., hydrogen embrittlement testing using notched tensile specimens, Boeing plating porosity meter, adhesion testing, hardness testing, corrosion testing, appearance, etc.
- c. specified coating thicknesses for organic and inorganic coating post process are directly measured and within acceptable ranges as defined by repair data, i.e., chrome plate thickness, cadmium plating thickness, paint thickness, etc.
- d. adhesion testing (dry, wet or solvent tape adhesion testing) is required for all applications of organic coatings (primer, topcoat or surfacer) on metallic or non metallic substrates per SOPM, D6-5000 (Special Commercial Airplane Company Finish codes or f-codes) or BAC/BSS specification requirements. When no requirement is specified for application of organic coating in the SOPM or CMM reference, the BAC/BSS reference or D6-5000 finish code requirements will be used for testing of organic coating adhesion.

8.3 Verifiable documented objective evidence of required and actual repair data for metal conditioning and machining including:

- a. all shot peen required and actual parameters (manual and automated) as well as demonstration of intensity and saturation curves.
- b. all alloy steel and chrome grind required and actual parameters including grinding machine identification, wheel material information (material type, grit size, hardness, bond and structure), feeds (cross, down), speeds (wheel and work), and records of required periodic wheel dressing.
- c. stress relieve oven identification as well as records of times and temperatures.
- d. records of testing for heat damage post machining or grinding including method used and result of inspection.

8.4 Verifiable documented objective evidence of required and actual repair data for non-metallic (composite & adhesive) repairs and modifications including:

- a. parts and materials used in repair or modification,
- b. "out time" records for materials that demonstrate that time and temperature records from "out time" until cure are within material data requirements supplied by repair and or material OEM,
- c. composite ply lay up and orientation,
- d. documented location and size of composite repair
- e. spre cure processing of composite repair(compaction and/or debulk),
- f. cure time, temperatures, pressures and vacuum parameters and post cure inspection data including composite repairs, adhesive applications requiring room temperature or elevated cures with or without vacuum or pressure.

8.5 Verifiable documented objective evidence of required and actual inspection process parameters and methods for non destructive testing (NDT) inspections and the results of those inspections.

8.6 Verifiable objective evidence of Seller's ability to access and review Boeing and Boeing's agents purchase document clauses and requirements.

9. Seller shall maintain, and have available on a timely basis, Quality records traceable to the article delivered to Boeing. Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for a period of not less than

(10) ten years from the date of shipment under each applicable Order for all product/part numbers unless otherwise specified on the order.

9.1 At the expiration of such period set forth above and prior to any disposal of records, Seller will notify Boeing of records to be disposed of and Boeing reserves the right to request delivery of such records. In the event Boeing chooses to exercise this right, Seller shall promptly deliver such records to Boeing at no additional cost on media agreed to by both parties.

10. In addition to other reporting requirements for Notification of Escapements, The Seller shall provide written notification to Boeing in the English language within one (1) business day when a nonconformance is determined to exist, or is suspected to exist, on products already delivered to Boeing or Boeing's customer. Written notification shall include:

- a. Boeing Purchase Document number(s),
- b. Affected process(es) or product number(s) and names,
- c. Description of the nonconforming condition (i.e., what it is and what it should be),
- d. Affected drawing number(s) and zone(s),
- e. Quantities, dates and destinations of delivered shipments,
- f. Suspect/affected serial number(s) or date codes
- g. Proposed actions/requests (i.e., units to be checked, recording required, method of check, etc.)

10.1 This notification is required irrespective of component type, aircraft type, aircraft program or suspected cause of the nonconformance for all product(s) under maintenance, repair or overhaul, inspection or modification services, where a nonconformance is determined to exist, or is suspected to exist.

10.2 Notification shall include above information as a minimum. The Seller shall notify the Boeing Procurement Representative who manages the purchase document, the Supplier Quality Representative and use any such reporting methods as assigned and communicated by Boeing.

11. Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts (contracted maintenance) as well as the obligation that they be flowed to the sub-tier supply chain. For the purpose of this clause, supply chain shall mean Seller's complete network of materials, equipment, information, and services integrated into products and services. It focuses on direct and lower-tier suppliers.

12. All SRM, AMM, CMM, Overhaul Manual, SOPM, BAC, BSS or other OEM instructions as applicable to the Maintenance, Repair, Overhaul and or Modification in this contract that contain the phrases such as, but not limited to, 'recommendations or recommended practices' etc. will be considered as Seller requirements pertaining to the instructions for Maintenance, Repair, Overhaul and or Modification for this contract.

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01 OCT 2010 Note Text Revised
01 JUL 2010 Note Text Revised
01 APR 2010 Note Text Revised
01 JAN 2010 Note Text Revised
01 JUL 2009 Note Text Revised
13 MAY 2009 Note Text Revised
01 APR 2009 Note Text Revised
01 OCT 2008 Note Text Revised
01 JAN 2008 Note Text Revised
01 JUL 2007 Note Text Revised
01 JUL 2006 Note Text Revised
01 APR 2006 Note Added

Seller shall comply with Boeing Form X31764, AS/EN/JISQ 9100 flow-down requirements and PO Note management requirements set forth below.

A. Boeing Form X31764

1. Seller shall comply with the requirements of Form X31764 (05/01/2018) "Boeing Quality Purchasing Data Requirements". To ensure Seller is performing to the latest Boeing Form X31764, Seller shall access this form by selecting "Supplier Quality" from the menu bar of "Doing Business with Boeing" home page located at the following URL address: <http://www.boeingsuppliers.com/>. When entering the URL, use lower case letters only. Seller shall flow-down to its Supply Chain the provisions/requirements of X31764.
2. For purposes of this PO Note, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts.

B. AS/EN/JISQ 9100 Flow-Down Requirements

In accordance with AS/EN/JISQ 9100, Seller shall flow-down to its Supply Chain the applicable provisions/requirements of AS/EN/JISQ 9100.

C. PO Note Management Requirements

1. Seller shall comply with all PO Notes when required by applicable contractual agreement. Boeing PO Notes are supplemental terms and conditions that consist of both quality and non-quality assurance terms and conditions. Each PO Note is designated by code number, e.g., Q29,

S68, A21, etc. PO Notes may apply to the Seller via Boeing Purchase Contract or Purchase Order, and may be referenced by Boeing solicitations and letter agreements. A PO Note may be referred to as "PO Note" or "Note".

2. Boeing may revise the PO Notes from time to time. To ensure Seller is performing to the latest Boeing PO Note, Seller shall access the latest PO Note revisions via the Boeing Partners Network (BPN) Supplier Portal View. PO Notes are listed under "My Products". When Seller reviews a PO Note revision, the PO Notes page will reflect the revision as 'Acknowledged' by Seller. Seller shall access on a quarterly basis the latest PO Note revisions via the BPN Supplier Portal by the following dates of the year: 1/15, 4/15, 7/15 and 10/15.

3. The latest PO Note revision identified by the BPN Supplier Portal is effective, and therefore applicable to the Boeing Order as of the revision date of the PO Note, unless otherwise agreed in writing by the parties for the applicable Order.

4. If Seller does not have BPN Supplier Portal access, Seller shall contact the Boeing Procurement Representative and request the latest PO Note text by specifying the applicable PO Note code number. Seller shall make such requests quarterly by the dates specified in above paragraph "2". Upon receipt of such request, Boeing will provide the applicable PO Note text to Seller. If Seller has an ERP purchase order, but no corresponding ERP purchase contract, upon request from Seller, Boeing will provide Seller the full text of each PO Note.

Q31	01 MAY 2018 Note Text Revised
	01 JUL 2017 Note Text Revised
	18 MAY 2017 Note Text Revised
	09 MAR 2017 Note Text Revised
	01 JAN 2017 Note Text Revised
	01 JAN 2016 Note Text Revised
	21 OCT 2015 Note Text Revised
	01 OCT 2015 Note Text Revised
	01 APR 2014 Note Text Revised
	01 OCT 2013 Note Text Revised
	01 APR 2013 Note Text Revised
	01 JUL 2012 Note Text Revised
	01 APR 2012 Note Text Revised
	01 JAN 2012 Note Text Revised
	01 APR 2011 Note Added

[Revision Details](#)

This procurement is under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 quality system supplier control program. Unless explicit contractual direction is given to the contrary, no articles (or constituent parts thereof) ordered by Boeing Commercial Airplanes shall contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA) markings and the accompanying paperwork (e.g., packages, shippers, etc.) shall not contain any FAA-PMA markings.

THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON THE SHIPPING DOCUMENTATION OF ALL SHIPMENTS TO BOEING:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production

Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA)."

THE PREFERRED LOCATION FOR THE STATEMENT IS ON THE SHIPPING DOCUMENT, NEXT TO, OR FOLLOWING, THE CERTIFICATE OF CONFORMANCE (C of C). THE STATEMENT MAY BE PRINTED, STAMPED OR ATTACHED AS A LABEL OR STICKER TO THE SHIPPING DOCUMENTATION. IT IS ALLOWABLE TO REPLACE "Seller" WITH THE COMPANY NAME OR "WE".

Boeing requires that the provisions/requirements set forth above, as determined by the Seller to be applicable, be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services. It focuses on direct and all lower-tier suppliers.

U40	01 MAY 2018 Note Text Revised
	18 MAY 2017 Note Text Revised
	01 OCT 2015 Note Text Revised
	01 APR 2015 Note Text Revised
	01 JAN 2015 Note Text Revised
	01 JUL 2014 Note Text Revised
	01 JUL 2013 Note Text Revised
	01 JAN 2013 Note Text Revised
	01 JUL 2012 Note Text Revised
	01 JAN 2012 Note Text Revised
	01 JUL 2011 Note Text Revised
	01 APR 2011 Note Text Revised
	01 JAN 2011 Note Text Revised
	01 OCT 2010 Note Text Revised
	01 APR 2010 Note Text Revised
	01 JUL 2009 Note Text Revised
	01 APR 2009 Note Text Revised
	01 JAN 2009 Note Text Revised
	01 JAN 2006 Note Text Revised
	01 OCT 2005 Note Text Revised
	08 JUL 2004 Note Text Revised
	01 JUL 2004 Note Text Revised
	01 JAN 2002 Baseline Note

[Revision Details](#)

NOTIFICATION OF ESCAPEMENT (NOE) PROCESS:

SELLER SHALL PROVIDE WRITTEN NOTIFICATION TO BOEING WHEN A NONCONFORMANCE IS DETERMINED TO EXIST, OR IS SUSPECTED TO EXIST, ON PRODUCT ALREADY DELIVERED TO BOEING. WRITTEN NOTIFICATION SHALL INCLUDE:

A - AFFECTED PROCESS(ES) OR PRODUCT NUMBER(S) AND NAME(S)
B - DESCRIPTION OF THE NONCONFORMING CONDITION AND THE AFFECTED ENGINEERING REQUIREMENT (I.E., WHAT IT IS AND WHAT IT SHOULD BE)
C - QUANTITIES, SHIPPING DATES, PURCHASE ORDERS AND DESTINATIONS OF DELIVERED SHIPMENTS
D - SUSPECT/AFFECTED SERIAL NUMBER(S) OR DATE CODES, LOT NUMBERS, OR OTHER PART IDENTIFIERS AND AIRPLANE LINE UNITS WHEN APPLICABLE.
NOTIFICATION MUST OCCUR WITHIN THREE (3) BUSINESS DAYS OF KNOWING ALL THE ABOVE INFORMATION. HOWEVER, IF THE CONDITION IS POSSIBLE SAFETY OF FLIGHT, SUBMIT ALL AVAILABLE INFORMATION IMMEDIATELY.

NOTE: SUPPLIERS SHOULD REFERENCE THE FOLLOWING DOCUMENTS FOR ADDITIONAL NOE PROCESS REQUIREMENTS:

A - THE D012Z026-01 DOCUMENT, SECTION 2 (787 ONLY)
B - THE T89 PURCHASE ORDER NOTE (IF APPLICABLE, ALL PROGRAMS)
C - THE D012Z028-01 DOCUMENT, SECTION 3.14 (IF APPLICABLE, 787 ONLY)

SELLERS WITH DELEGATED MATERIAL REVIEW BOARD (MRB) AUTHORITY IN ACCORDANCE WITH D-13709-4 APPENDIX C THAT DISCOVER THE DELIVERY OR SUSPECTED DELIVERY OF NONCONFORMING PRODUCT, ARE NOT REQUIRED TO NOTIFY BOEING WITHIN THREE (3) BUSINESS DAYS UNLESS SAFETY OR CERTIFICATION CONCERNS EXIST. ESCAPED PRODUCT IS TO BE INVESTIGATED AND COMMUNICATED TO BOEING AS REQUIRED BY D-13709-4 APPENDIX C.

SELLER SHALL NOTIFY THE FOLLOWING:

- THE BOEING PROCUREMENT REPRESENTATIVE,
- THE BOEING SUPPLIER QUALITY REPRESENTATIVE (SQR) THAT HAS OVERSIGHT OF SELLER'S FACILITY.

FOR PRODUCT PROCURED BY BCA PUGET SOUND, ALSO NOTIFY BCA SUPPLIER QUALITY SPECIAL INVESTIGATIONS GROUP

IF DIRECTED BY THE BOEING SQR, SUPPLIERS SHALL SUBMIT A BACKGROUND NOTIFICATION (BN) FORM TO THE BOEING SQR FOR PRE-EVALUATION AND GUIDANCE. BN FORM AVAILABLE AT THE FOLLOWING WEBSITE:

<http://www.boeing-suppliers.com/d14426/index.html> , click User Instructions/ Processor Requirements, Exhibits and Appendices and Exhibit IV

FOR SUSTAINING PROGRAMS (737, 747, 767, 777, SPARES AND MRO SERVICES):
WRITTEN NOTIFICATION SHALL BE SUBMITTED TO BOEING VIA:

- THE BOEING PARTNERS NETWORK (BCA DEFAULT PROFILE), OR
- IF THE BOEING PARTNERS NETWORK IS UNAVAILABLE, EMAIL NON-PROPRIETARY INFORMATION TO smpsi@boeing.com

FOR 787 PROGRAM AND 787 SPARES:

WRITTEN NOTIFICATION SHALL BE SUBMITTED TO BOEING VIA:

- INITIATION AND SUBMITTAL OF A NOTICE OF ESCAPEMENT EMERGENT PROCESS DOCUMENT (EPD) WITHIN THE VELOCITY SYSTEM OR
- IF THE VELOCITY SYSTEM IS UNAVAILABLE, E-MAIL NON-PROPRIETARY INFORMATION TO 787NoEGP@boeing.com.

IF THE NONCONFORMING CONDITION HAS BEEN PREVIOUSLY IDENTIFIED BY BOEING USING A NONCONFORMANCE RECORD, AND A BOEING CORRECTIVE ACTION NOTIFICATION HAS BEEN RECEIVED, THE SELLER SHALL NOTIFY THE BOEING INVESTIGATOR IDENTIFIED ON THE NOTIFICATION THAT ADDITIONAL PARTS ARE AFFECTED (SAME PART NUMBER(S)/SAME CONDITION).

NOTE: ADDITIONAL PART NUMBERS, NEW NONCONFORMING CONDITIONS, OR NONCONFORMING CONDITIONS IDENTIFIED ON A PREVIOUSLY CLOSED BOEING CORRECTIVE ACTION NOTIFICATION ARE IN SCOPE FOR THE NOE PROCESS.

A NOE CAN ONLY BE USED WHEN THERE IS A NON-CONFORMANCE. A NOE IS NOT APPROPRIATE WHEN THE COMPONENT DOES NOT MEET AIRPLANE LEVEL REQUIREMENTS (NON-COMPLIANT). PARTS THAT CONFORM, BUT DO NOT MEET REQUIREMENTS, CAN BE ADDRESSED WITH EITHER OF THE FOLLOWING OPTIONS:

- PART NUMBER ROLL INITIATED BY CHANGE REQUEST OR 95000 CHANGE AND EXPEDITED WITH AN ENGINEERING QUICK CHANGE. BAD PARTS AND PART NUMBERS CAN BE CAPTURED VIA PART NUMBER CONTROL AND OUT OF SEQUENCE INSTALLATION.
- SUPPLIER MOD LEVEL CHANGE THAT FLOWS THROUGH THE BOEING PRODUCTION SYSTEM AND THE PRE-MOD PARTS ARE ADDRESSED WITH SUPPLIER SERVICE BULLETIN. THIS OPTION IS GENERALLY NOT PREFERRED.

ENGINEERING DESIGN ERRORS:

DO NOT SEND ENGINEERING DESIGN ERRORS TO BCA SUPPLIER QUALITY SPECIAL INVESTIGATION GROUP USING THE NOE PROCESS.

FOR PRODUCT DELIVERED WHICH HAD BEEN DETERMINED TO CONTAIN

ENGINEERING ERRORS: SELLER SHALL PROVIDE WRITTEN NOTIFICATION TO BOEING WITHIN THREE (3) BUSINESS DAYS WHEN IT IS DETERMINED THAT PRODUCT SHIPPED, WHILE MEETING THE SUPPLIER PRODUCT DEFINITION, DOES NOT MEET, OR IS SUSPECTED TO NOT MEET, THE AIRPLANE DESIGN REQUIREMENTS.

WHEN THE FOLLOWING IS KNOWN, WRITTEN NOTIFICATION SHALL INCLUDE:

- AFFECTED PROCESS OR PRODUCT NUMBER AND NAME
- DESCRIPTION OF THE PROBLEM (I.E., WHAT IT IS AND WHAT IT SHOULD BE)
- QUANTITY, DATES, PURCHASE ORDERS AND DESTINATION OF SHIPMENT DELIVERED
- SUSPECT/AFFECTED SERIAL NUMBER(S) OR DATE CODES, WHEN APPLICABLE.

WRITTEN NOTIFICATION BY THE SELLER SHALL BE TO:

- THE BOEING PROCUREMENT REPRESENTATIVE, AND
- THE BOEING SQR THAT HAS OVERSIGHT OF THE SUPPLIERS FACILITY, AND
- FOR 787 PROGRAM, REFER TO DOCUMENT 787N8-2693 FOR INSTRUCTIONS ON HOW TO COMMUNICATE A PROBLEM TO THE PRODUCT DEFINITION DATA (PDD) OWNER VIA THE PROBLEM REPORT PROCESS (PREFERRED METHOD) OR
- SUPPLIERS AND OTHERS WHO DO NOT USE THE PROBLEM REPORT PROCESS SHALL SUBMIT THEIR NOTIFICATIONS THROUGH THE FOLLOWING GROUP MAILBOX:787DE-PartnerDesignErrors@boeing.com

THE REQUIREMENTS SET FORTH ABOVE SHALL BE FLOWED DOWN BY SELLER TO SELLER'S SUPPLY CHAIN, WITH THE MODIFICATION THAT ALL SUPPLY CHAIN NOTIFICATION SHALL PASS THROUGH SELLER (AND NOT MADE DIRECT FROM SUPPLY CHAIN TO BOEING). SELLER SHALL NOTIFY BOEING OF ALL SUB-TIER ESCAPES AND DESIGN ERRORS IN ACCORDANCE WITH RESPECTIVE COMMUNICATION PROCESS SET FORTH HEREIN. FOR PURPOSE OF THIS NOTE, SUPPLY CHAIN SHALL MEAN SELLER'S COMPLETE NETWORK OF MATERIAL, EQUIPMENT, INFORMATION, AND SERVICES INTEGRATED INTO PRODUCTS AND SERVICES.

15 APR 2018

W306

15 APR 2018 Note Added

[Revision Details](#)

Advance Shipping Notice (ASN) & PACKING SLIP REQUIREMENTS ON EXOSTAR

Seller receiving Purchase Order(s) (PO) via the Exostar application shall provide a packing slip

number into 'Packing Slip Number' field of Shipment / Advanced Shipment Notice (ASN) of Exostar for all the materials supplied. Under no circumstances can the packing slip number exceed 25 digits. Each ASN to have one packing slip number.

01 APR 2018

Q40 01 APR 2018 Note Text Revised
 01 JAN 2015 Note Added

[Revision Details](#)

FOD PREVENTION PROGRAM Seller is required to establish and maintain a FOD prevention program in compliance with AS/EN/SJAC 9146 Foreign Object Damage (FOD) Prevention Program - Requirements for Aviation, Space, and Defense Organizations.

Seller shall comply with "AS/EN/SJAC 9146 Foreign Object Damage (FOD) Prevention Program - Requirements for Aviation, Space, and Defense Organizations" effective 1/1/2018. Buyer reserves the right to conduct surveillance at Seller's facility to determine whether Seller's quality system meets the requirements of this clause.

Aerospace standards such as AS9146 can be obtained from SAE International at <http://standards.sae.org/>

Q82 01 APR 2018 Note Text Revised
 01 JAN 2014 Note Text Revised
 01 JUL 2011 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

PARTS ON THIS SHIPMENT MUST HAVE FAA PARTS MANUFACTURERS APPROVAL IN ACCORDANCE WITH FEDERAL AVIATION REGULATION 14CFR21.9 AND BE IDENTIFIED IN ACCORDANCE WITH FEDERAL AVIATION REGULATION 14CFR45.15.

THE FOLLOWING NOTE IS TO BE PLACED ON THE PACKING SHEETS OF THE SHIPMENT AND SIGNED BY A PERSON WITHIN YOUR ORGANIZATION WITH RESPONSIBILITY FOR THE CONFORMITY OF THE PART TO THE FAA TYPE CERTIFIED ENGINEERING DRAWING.

IT IS HEREBY CERTIFIED THAT, (A) THE PARTS AND/OR MATERIALS REFLECTED HEREIN WERE PRODUCED UNDER A FEDERAL AVIATION ADMINISTRATION APPROVED MANUFACTURING AND QUALITY CONTROL SYSTEM AS SET FORTH IN FEDERAL AVIATION REGULATION 14CFR PART 21, AND (B) ALL PARTS AND/OR MATERIALS ARE CERTIFIED NEW, CONFORM TO THEIR APPROVED DESIGN AND ARE IN A CONDITION FOR SAFE OPERATION.

Q108 01 APR 2018 Note Suspended
 01 OCT 2015 Note Added

[Revision Details](#)

Documentation for article(s) on this shipment must contain one or more of the following statements and shall be written in the remarks block of the FAA Form 8130-3:

-For a PMA part which is not a "critical component" as defined in the EASA/FAA TECHNICAL IMPLEMENTATION PROCEDURES), the following statement shall be written in the remarks block of the FAA Form 8130-3: "This PMA part is not a critical component."

-If the PMA holder is also the holder of the EASA STC design approval which incorporates the PMA part into an EASA certified or validated product, the following statement shall be written in the remarks block of the FAA Form 8130-3 or EASA/CAA/JAR Form 1: "Produced by the holder of the EASA STC number [INSERT THE FULL REFERENCE OF THE EASA STC INCORPORATING THE PMA]."

-For a PMA part conforming to design data obtained under a licensing agreement from the TC or STC holder according to 14 CFR Part 21, the following statement shall be written in The remarks block of the FAA Form 8130-3: "Produced under licensing agreement from the holder of [INSERT TC or STC NUMBER]."


26 FEB 2018

APM51 26 FEB 2018 Note Text Revised
01 JAN 2018 Note Text Revised
01 APR 2014 Note Text Revised
01 JUL 2006 Note Text Revised
01 JUL 2002 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

PARTS THAT ARE DIRECT SHIPPED FROM (SUPPLIER TO CUSTOMER, I.E. FAA APPROVED OVERHAUL/REPAIR STATIONS AND MODIFICATION CENTERS) OR DROP SHIPPED FROM (SUPPLIER TO A BOEING FACILITY OR SUPPLIER TO SUPPLIER), REQUIRE THAT UPON SHIPMENT THE PACK SLIP AND SUPPORTING FREIGHT DOCUMENTS BE ROUTED DIRECTLY TO THE RELEVANT BGS (BOEING GLOBAL SERVICES) or BCA (BOEING COMMERCIAL AIRPLANES) DIRECT SHIP GROUP, BY ONE OF THE THREE METHODS:

BCA DIRECT SHIP ORDERS:

A. FAX TO: 206-766-5551  OR


B. SCANNED ELECTRONICALLY AND SENT BY E-MAIL TO:
DIRECTSHIPAUDITDESK@BOEING.COM OR

C. MAIL TO:
ATTENTION - DIRECT SHIP

BOEING COMMERCIAL AIRPLANES
P. O. BOX 3707 M/S 0E-26
SEATTLE, WA 98124-2207

BGS DIRECT SHIP ORDERS:


1) SAP Direct Ship Purchase Orders

A. FAX TO: 425-294-9290  OR

B. SCAN ELECTRONICALLY AND SEND BY E-MAIL TO:
787directshippackslipdesk@boeing.com OR

C. MAIL TO:
ATTENTION: DCS-ARS 787 Direct Ship
Boeing Commercial Airplanes
PO Box 3707 M/C 89-32
Seattle Washington 98124-2207

2) PCOS Direct Ship Purchase Orders

A. FAX TO: 206-766-5551  OR

B. SCAN ELECTRONICALLY AND SEND BY E-MAIL TO:
DIRECTSHIPAUDITDESK@BOEING.COM OR

C. MAIL TO:
ATTENTION - DIRECT SHIP
BOEING COMMERCIAL AIRPLANES
P. O. BOX 3707 M/S 0E-26
SEATTLE, WA 98124-2207

Q29

26 FEB 2018 Note Text Revised
30 SEP 2017 Note Text Revised
18 MAY 2017 Note Text Revised
01 OCT 2016 Note Text Revised
01 JUL 2016 Note Text Revised
01 OCT 2015 Note Text Revised
01 JUL 2015 Note Text Revised
01 APR 2015 Note Text Revised
01 JAN 2015 Note Text Revised
01 APR 2014 Note Text Revised
01 JAN 2014 Note Text Revised
01 JUL 2013 Note Text Revised
31 MAY 2013 Note Text Revised
01 JAN 2013 Note Text Revised

[Revision Details](#)

01 APR 2012 Note Text Revised
01 JUL 2011 Note Text Revised
01 APR 2011 Note Text Revised
01 OCT 2010 Note Text Revised
01 JUL 2010 Note Text Revised
01 APR 2010 Note Text Revised
01 JAN 2010 Note Text Revised
01 JUL 2009 Note Text Revised
13 MAY 2009 Note Text Revised
01 APR 2009 Note Text Revised
01 OCT 2008 Note Text Revised
01 JAN 2008 Note Text Revised
01 JUL 2007 Note Text Revised
01 JUL 2006 Note Text Revised
01 APR 2006 Note Added

Seller shall comply with Boeing Form X31764, AS/EN/JISQ 9100 flow-down requirements and PO Note management requirements set forth below.

A. Boeing Form X31764

1. Seller shall comply with the requirements of Form X31764 (02/26/2018) "Boeing Quality Purchasing Data Requirements". To ensure Seller is performing to the latest Boeing Form X31764, Seller shall access this form by selecting "Supplier Quality" from the menu bar of "Doing Business with Boeing" home page located at the following URL address: <http://www.boeingsuppliers.com/>. When entering the URL, use lower case letters only. Seller shall flow-down to its Supply Chain the provisions/requirements of X31764.
2. For purposes of this PO Note, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts.

B. AS/EN/JISQ 9100 Flow-Down Requirements

In accordance with AS/EN/JISQ 9100, Seller shall flow-down to its Supply Chain the applicable provisions/requirements of AS/EN/JISQ 9100.

C. PO Note Management Requirements

1. Seller shall comply with all PO Notes when required by applicable contractual agreement. Boeing PO Notes are supplemental terms and conditions that consist of both quality and non-quality assurance terms and conditions. Each PO Note is designated by code number, e.g., Q29, S68, A21, etc. PO Notes may apply to the Seller via Boeing Purchase Contract or Purchase Order, and may be referenced by Boeing solicitations and letter agreements. A PO Note may be referred to as "PO Note" or "Note".
2. Boeing may revise the PO Notes from time to time. To ensure Seller is performing to the latest Boeing PO Note, Seller shall access the latest PO Note revisions via the Boeing Partners Network (BPN) Supplier Portal View. PO Notes are listed under "My Products". When Seller reviews a PO Note revision, the PO Notes page will reflect the revision as 'Acknowledged' by Seller. Seller shall access on a quarterly basis the latest PO Note revisions via the BPN Supplier Portal by the following dates of the year: 1/15, 4/15, 7/15 and 10/15.
3. The latest PO Note revision identified by the BPN Supplier Portal is effective, and therefore applicable to the Boeing Order as of the revision date of the PO Note, unless otherwise agreed in

writing by the parties for the applicable Order.

4.If Seller does not have BPN Supplier Portal access, Seller shall contact the Boeing Procurement Representative and request the latest PO Note text by specifying the applicable PO Note code number. Seller shall make such requests quarterly by the dates specified in above paragraph "2". Upon receipt of such request, Boeing will provide the applicable PO Note text to Seller. If Seller has an ERP purchase order, but no corresponding ERP purchase contract, upon request from Seller, Boeing will provide Seller the full text of each PO Note.

W214

26 FEB 2018 Note Text Revised
01 JAN 2015 Note Added

[Revision Details](#)

787 Drop Ship Advanced Shipping Notification and Approval

For Sellers shipping 787 products on behalf of Boeing Winnipeg to a non-Winnipeg address, Seller shall obtain an authorization number prior to shipment and obtain and apply bar code labels supplied by Boeing Winnipeg. The Seller shall request authorization by completing Boeing Winnipeg Form#5312 and forwarding to Boeing Winnipeg as instructed by the Boeing Procurement Agent.

01 JAN 2018


APM51

01 JAN 2018 Note Text Revised
01 APR 2014 Note Text Revised
01 JUL 2006 Note Text Revised
01 JUL 2002 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

PARTS THAT ARE DIRECT SHIPPED FROM (SUPPLIER TO CUSTOMER, I.E. FAA APPROVED OVERHAUL/REPAIR STATIONS AND MODIFICATION CENTERS) OR DROP SHIPPED FROM (SUPPLIER TO A BOEING FACILITY OR SUPPLIER TO SUPPLIER), REQUIRE THAT UPON SHIPMENT THE PACK SLIP AND SUPPORTING FREIGHT DOCUMENTS BE ROUTED DIRECTLY TO THE RELEVANT BGS (BOEING GLOBAL SERVICES) or BCA (BOEING COMMERCIAL AIRPLANES) DIRECT SHIP GROUP, BY ONE OF THE THREE METHODS:


BCA DIRECT SHIP ORDERS:

A. FAX TO: 206-766-5551  OR

B. SCANNED ELECTRONICALLY AND SENT BY E-MAIL TO:
DIRECTSHIPAUDITDESK@BOEING.COM OR

C. MAIL TO:
ATTENTION - DIRECT SHIP

BOEING COMMERCIAL AIRPLANES
P. O. BOX 3707 M/S 0E-26
SEATTLE, WA 98124-2207

BGS DIRECT SHIP ORDERS:
A. FAX TO: 425-294-9290  OR

B. SCANNED ELECTRONICALLY AND SENT BY E-MAIL TO:
787directshippackslipdesk@boeing.com OR

C. DCS-ARS 787 Direct Ship
Boeing Commercial Airplanes
PO Box 3707 M/C 89-32
Seattle Washington 98124-2207

APM52	01 JAN 2018 Note Text Revised
	30 MAY 2017 Note Text Revised
	22 JUN 2015 Note Text Revised
	31 JUL 2014 Note Text Revised
	01 OCT 2013 Note Text Revised
	01 JUL 2013 Note Text Revised
	01 JAN 2005 Note Text Revised
	01 APR 2002 Note Text Revised
	01 JAN 2002 Baseline Note

[Revision Details](#)

INVOICE AND CERTIFIED TOOL LIST SHOULD BE MAILED TO:

BOEING COMMERCIAL AIRPLANES
C/O SUPPLIER MANAGEMENT
TOOL ACCOUNTABILITY
M/C 074-50
P.O. BOX 3707
SEATTLE, WA. 98124-2207

ACCOUNTS PAYABLE/PAYMENT SERVICES CORRESPONDENCE SHOULD BE
EMAILED TO: bcaapInvoices@exchange.boeing.com

One invoice per attachment, in TIF or PDF format

11 NOV 2017.

Following the summary is a detail listing of each affected note; in cases where the note content has changed, the new content is shown. You can jump directly to the Detail listing for any Note by clicking

the Note Code in the Summary Listing.

(There are no effective note revisions contained in this release.)

03 OCT 2017

BG23 05 OCT 2017 Note Text Revised
 30 SEP 2017 Note Added

[Revision Details](#)

Seller has been granted inspection delegation authority. Seller's evidence of inspection acceptance of product(s) identified for this purchase document shall include a signed or stamped certificate of conformance (C of C) certifying its Quality Assurance Department has inspected the product(s) to all applicable drawings and/or specifications.

30 SEP 2017

A22 30 SEP 2017 Note Text Revised
 28 JUL 2017 Note Added

[Revision Details](#)

Payments will be due Net 90 days from receipt of Product at its final destination.

B01 30 SEP 2017 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

SHIPMENTS MORE THAN 3 DAYS IN ADVANCE OF SCHEDULED DATES COVERING SPECIFIED QUANTITIES ARE PERMISSIBLE ONLY IF AUTHORIZED BY BOEING.

BG01 30 SEP 2017 Note Added

[Revision Details](#)

Please refer to referenced Contract for Quality Terms and Conditions.

BG02 30 SEP 2017 Note Added

[Revision Details](#)

Please refer to referenced Contract for Quality Terms and Conditions.

BG03 30 SEP 2017 Note Added

[Revision Details](#)

1.0 Seller is responsible for the nonconformance(s) found in the article listed on this purchase document. The nonconformance will become part of Seller's quality rating as recorded in Boeing Enterprise Supplier Tool (BEST).

2.0 When Seller disagrees with the determination of fault, Seller shall submit a Change of

Charge (COC) request to the initiator within thirty (30) calendar days from the date of notification. The request must include the reason and documentation/objective evidence supporting the request. Failure to notify Boeing of disagreement with the determination of fault will be deemed to be a confirmation of Seller's acceptance of nonconformance responsibility.

3.0 Upon receipt of a request for corrective action, Seller shall conduct a review to determine what immediate corrective action must be taken to mitigate the effect of the nonconformance(s).

Failure to respond within the time allowed per the request may result in withholding Seller's authorization to deliver products to Boeing, and may eventually lead to Seller's removal from the Boeing approved supplier's list.

BG04

30 SEP 2017 Note Added

[Revision Details](#)

Seller shall strictly control all inventory of Boeing proprietary product that is in excess of purchase document quantity in order to prevent product from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide product from excess inventory that was previously rejected or returned by Boeing without prior written authorization from Boeing.

When Seller fulfills an order in support of this purchase document with product from excess inventory for which seller was the original manufacturer, seller shall be able to demonstrate traceability to the original Boeing purchase document that authorized manufacture of the product when requested by Boeing.

BG05

30 SEP 2017 Note Added

[Revision Details](#)

Please refer to referenced Contract for Quality Terms and Conditions.

BG06

30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in compliance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers" and Appendix D, Quality Management Systems - Requirements For Aviation, Space and Defense Distributors and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to make final determination that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address:

<http://www.boeingsuppliers.com/quality.html>

BG07

30 SEP 2017 Note Added

[Revision Details](#)

Seller shall flow down all requirements of this purchase document to the manufacturing facility identified within this purchase document.

BG08

30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum1, Variation Management of Key Characteristics and Addendum 2, Quality System Requirements for Deliverable Software and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein. A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address:
<http://www.boeingsuppliers.com/quality.html>

BG09

30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum1, Variation Management of Key Characteristics and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL:

<http://www.boeingsuppliers.com/quality.html>

BG10

30 SEP 2017 Note Added

[Revision Details](#)

Seller shall provide evidence that the product(s) provided in accordance with this purchase document are new and were obtained from the original manufacturer identified within this purchase document. Seller's evidence shall include a legible copy of the original manufacturer's certificate of conformity (C of C) and seller's packing sheet with reference to the provided manufacturer's C of C.

BG11

30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to establish and maintain a FOD prevention program in accordance with D6-85622, "Foreign Object Debris/Foreign Object Damage (FOD) Prevention Requirements for Boeing Suppliers." Seller shall implement processes and procedures for "Foreign Object Debris/Foreign Object Damage (FOD) Prevention Requirements for Boeing Suppliers" effective 1/01/2016.

BG12

30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum 2, Quality System Requirements for Deliverable Software and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL:

<http://www.boeingsuppliers.com/quality.html>

BG13

30 SEP 2017 Note Added

[Revision Details](#)

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL:

<http://www.boeingsuppliers.com/quality.html>

BG14

30 SEP 2017 Note Added

[Revision Details](#)

When Seller uses an Operator Self-Verification (OSV) program, Seller shall comply with the requirements set forth in D6-85748, "Aerospace Operator Self-Verification Programs", as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller is compliant to the requirements of D6-85748. Upon publication and release of SAE industry standard AS9162 "Aerospace Operator Self Verification Programs", Boeing Document D6-85748 shall be considered cancelled, and if Seller uses OSV program, Seller shall comply with the requirements of AS9162. Boeing shall retain all rights to conduct surveillance at Seller's facility to determine Seller's compliance to the requirements of AS9162.

BG15

30 SEP 2017 Note Added

[Revision Details](#)

This procurement is under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 quality system supplier control program.

Unless explicit direction is given to the contrary, no articles (or constituent parts thereof) ordered by Boeing shall contain any Federal Aviation Administration-Parts Manufacturer Approval (FAA-PMA) markings, the articles shall not be certified under an FAA-PMA approval, and the accompanying paperwork (e.g., packages, shippers, etc.) shall not contain any FAA-PMA markings.

FOR ALL SHIPMENTS OF ARTICLES INTENDED FOR USE ON BOEING COMMERCIAL AIRCRAFT, THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON THE SHIPPING DOCUMENTATION:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700."

EFFECTIVE ON OR BEFORE MAY 1, 2018, THE STATEMENT SHALL BE AS FOLLOWS:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA) markings."

Seller shall comply with following requirements and flow down all applicable sections of this clause to its subcontractors:

1. Seller shall furnish goods and services in accordance with all requirements of this purchase document (including descriptions, specifications, drawings and schedules), to standard commercial practices and where applicable, other specifications identified within the technical requirements documentation or other attachments which are part of this purchase document. The Seller shall ensure that all articles are of new manufacture and free of Foreign Object Debris/Damage (FOD).
2. Seller shall ensure right of entry and provide all reasonable facilities to Boeing, Boeing Customer, and Regulatory Agency personnel to inspect and evaluate Seller's facilities, systems, data, equipment, personnel and any articles that will be incorporated into Boeing type-certificated articles. Right of entry/access includes meeting the requirements of the FAA and/or applicable equivalent foreign civil aviation authorities to perform oversight of the facility. While Boeing reserves the right to conduct inspection on a surveillance basis or to the extent of 100 percent inspection, no shipments are to be held for Boeing unless Boeing Source Acceptance is invoked on the purchase document.
3. Seller shall maintain, and have available on a timely basis, Quality records traceable to the conformance of the article delivered to Boeing. Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for calendar year plus (10) ten years from the date of shipment under each applicable Order for all product/part numbers unless otherwise specified on the purchase order.
4. Seller shall strictly control all inventory of Boeing proprietary articles that are in excess of purchase document quantity in order to prevent articles from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide articles from excess inventory that were previously rejected or returned by Boeing without prior written authorization from Boeing.
5. When Boeing identifies nonconforming articles and determines the cause to be the Seller's

fault, the Seller shall be notified and take immediate action to eliminate the nonconformance on all articles in Seller's control. Boeing will provide the Seller with notification. Upon receipt of such notification, the Seller shall develop and implement acceptable corrective action. Seller shall also maintain, on file, verification that root cause corrective action has occurred and has resolved the subject condition. Boeing reserves the right to review the verification data at the Seller's facility or have the data submitted to Boeing.

6. Boeing reserves the right to reject any root cause and/or corrective action determination provided by the Seller, and may request subsequent investigation and/or corrective action to either Boeing or Seller-initiated corrective action requests. If the Seller is late in responding to corrective action requests by Boeing, or if Boeing requires subsequent corrective action, Boeing reserves the right to withhold acceptance of shipments either at source or destination until Seller's corrective action is submitted to Boeing's satisfaction.

7. For material, part, assembly, unit or other aircraft hardware (hereafter referred to as 'Product') returned for rework as the result of a Seller generated Notification of Escapement (NOE) or Expanded Scope SQIS RCCA record, Seller shall: a) When nonconformance rework is not measurable or visible after completion of rework, ensure Product(s) are identified with a distinctive marking method to identify that Product has been reworked by Seller to resolve the NOE or Expanded Scope nonconformance when responding to a Corrective Action RCCA required SQIS record. Marking method shall be mutually agreed to by Boeing Material Review Board (MRB) and Seller to minimize cost and disruption, and may vary due to Product size, available space on Product, and airplane installation location. Agreed to marking method shall be identified by the Seller on the relevant NOE or Expanded Scope SQIS RCCA record. b) Ensure pack slip document states that Product has been reworked under all relevant NOEs, including the applicable NOE numbers. For SQIS RCCA Expanded Scope, include the applicable Nonconformance record (NC) number(s).

8. When the Seller disagrees with the determination of fault, Seller shall submit a Change of Charge (COC) request to the initiator within thirty (30) calendar days from the date of notification. The request must include the reason and documentation/objective evidence supporting the request. Failure to notify Boeing of disagreement with the determination of fault will be deemed to be a confirmation of the Seller's acceptance of nonconformance responsibility.

9. Seller shall provide written notification to Boeing when a nonconformance is determined to exist, or is suspected to exist, on product already delivered to Boeing:

9.1 Written notification shall include the following information:

- a. Boeing Purchase Document number(s).
- b. Affected process(es) or product number(s) and names.
- c. Description of the nonconforming condition and the affected engineering requirement (i.e. what it is and what it should be).
- d. Quantities, dates and destinations of delivered shipments.
- e. Suspect/affected serial number(s) or date codes.

Notification must occur within three (3) business days of knowing all the above information.

However, if the condition is possible safety of flight, submit all available information immediately.

9.2 Seller shall notify the BCA Supplier Quality Special Investigations Group.

9.3 Written notification shall be submitted to the BCA Supplier Quality Special Investigations Group through the Boeing Partners Network, via the "BCA Notification of Escapement" link in "My Products" or when unavailable, the Boeing Procurement Representative.

9.4 If directed by the Boeing Supplier Quality Representative (SQR), Seller shall submit a Background Notification (BN) form to the Boeing SQR for pre-evaluation and guidance. The BN form is available at the following website: <http://www.boeingsuppliers.com/d14426/index.html> , by selecting the User Instructions / Processor Requirements link, then the Exhibits and Appendices link, and then the Exhibit IV link.

9.5 If the nonconforming condition has been previously identified by Boeing using a nonconformance record and a corrective action has been requested, the Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition). Boeing discovered issues where corrective action has not been officially requested by Boeing (Nonconformance Notification (NN) issued in lieu of Root Cause Corrective Action (RCCA) Request) are also in scope of the NoE process.

Note: Additional part numbers or new nonconforming conditions are in scope for the NoE process.

9.6 The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not be made direct from supply chain to Boeing). Seller shall notify Boeing of all sub-tier escapes in accordance with respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services.

10. Seller is required to maintain compliance with Boeing Approved Process Sources (D1-4426) as may be revised from time to time. This document defines the approved sources for special processing, composite raw materials, composite products, aircraft bearings, designated fasteners, and metallic raw materials.

11. Seller shall maintain actual processor certifications for all D1-4426 special processes performed in accordance with the requirements of this purchase document. In addition to all certification requirements defined by the applicable processing specification(s), the certifications shall contain the following:

- a. The complete part number of the article(s) represented by the certification;
- b. The total quantity of the parts (for each part number) represented by the certification;
- c. The company name and address of the performing processor. The address shall include street address, city and state;
- d. The specification number(s) and revision letter of the D1-4426 process performed. Seller shall provide such certification upon Boeing request.

12. Seller's use of approved processors does not relieve Seller from verifying that the processor and the article conforms to all applicable process specification requirements.

13. Where Boeing specifications and/or processes are listed within the detail design, specification control, or envelope drawing, incorporated by this purchase document, Seller shall adhere to the latest revision of the Boeing specification and/or process, unless otherwise specified in the purchase document.

14. When specifically requested by Boeing, Seller shall make specified quality data and/or approved design data available in the English language.

15. Raw material must not be re-certified with respect to heat treat temper, thickness, diameter, width or cross sectional area or product form. Heat treating, machining or cutting of thicker product or other product forms shall not be supplied in lieu of specified product unless specifically authorized by Boeing. Raw material certifications for material or parts shall reflect the temper, form, and size of the raw material as originally manufactured by the raw material

producer.

15.1 Boeing Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with D1-4426, Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

15.2 McDonnell Douglas (MD) Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with DMS2201, Procurement From Foreign Sources - Metallic Raw Materials QPL (Qualified Product List) and D1-4426 Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

16. Seller shall ensure that interior articles that are certified to Federal Aviation Regulation (FAR) 25.853 requirements continue to meet such requirements for subsequent articles on production units. Upon request, the supplier shall provide proof of testing of articles to verify their conformance to flammability requirements.

17. When the Seller uses sampling inspection as a means of product acceptance, the plan shall be statistically valid and appropriate for use. The plan shall preclude the acceptance of known defectives in the lot.

18. For Diversion/Offload Work, the Seller's operator shall stamp to the right of each Seller accomplished production operation on the Production Order (PO), or Seller's equivalent shop traveler. The Seller's inspector shall stamp to the right of each established inspection operation on the PO or Seller's equivalent shop traveler to certify the quality and completeness of the work operation performed.

19. The Seller's shipping documentation shall contain the following:

a. A Packing Sheet;

b. A Certificate of Conformity (C of C) statement on the packing sheet certifying its Quality Assurance department has inspected the articles and they adhere to all contract requirements, applicable drawings/ specifications;

c. For articles intended for use on Boeing Commercial Aircraft, the statement, "Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700".

Effective on or before May 1, 2018, the statement shall be as follows: "Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA) markings."

d. The nonconformance/rejection tag number(s), and a copy of the nonconformance/rejection tag(s) for the articles shipped, as applicable;

e. Evidence of Boeing acceptance, when Boeing Source Acceptance is required;

f. A Serialized Parts List identifying parts with assigned serial numbers. The list shall contain the part numbers, part nomenclature and part serial numbers. This list shall also include part change letters when applicable;

g. Control identity of the end item deliverable of raw material or purchased articles, as applicable. The control identification is traceable to the article processed in a single run (same

manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots. Serial numbers are required as part of control identity when specified by the engineering data; When the Seller is located outside of the United States and they submit an EASA/JAA/FCAA FORM-1, the following conditions must exist on the form:

1. Block 11 status is identified as "NEW"
And
2. Block 12 titled "Remarks" contains a statement certifying the Seller's Quality Assurance department has inspected the parts.
And
3. Block 12 titled "Remarks" does not contain certification statements of PMA, prototype, not to be installed on certified aircraft, or any statement that does not support PC700 certification.
And
4. Block 13a "Certifies that the items identified above were manufactured in conformity to: approved design data and are in condition for safe operation"

BG16

30 SEP 2017 Note Added

[Revision Details](#)

This procurement is under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 quality system supplier control program.

Unless explicit direction is given to the contrary, no articles (or constituent parts thereof) ordered by Boeing shall contain any Federal Aviation Administration-Parts Manufacturer Approval (FAA-PMA) markings, the articles shall not be certified under an FAA-PMA approval, and the accompanying paperwork (e.g., packages, shippers, etc) shall not contain any FAA-PMA markings.

FOR ALL SHIPMENTS OF ARTICLES INTENDED FOR USE ON BOEING COMMERCIAL AIRCRAFT, THE SELLER WILL PLACE THE FOLLOWING STATEMENT ON THE SHIPPING DOCUMENTATION:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700."

EFFECTIVE ON OR BEFORE MAY 1, 2018, THE STATEMENT SHALL BE AS FOLLOWS:

"Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA) markings."

Seller shall comply with the following requirements and flow down in Seller's direct supply contracts related to the Products/Part Numbers. Supply chain shall mean network of material, equipment, information, and services integrated into products and services for the ultimate customer:

1.0 Change in Quality Management Representative

- 1.1 Seller shall promptly notify Boeing of any changes in the management representative with assigned responsibility and authority for the quality system.

2.0 English Language

- 2.1 When specifically requested by Boeing, Seller shall make specified quality data and/or

approved design data available in the English language.

3.0 Change in Manufacturing Facility

3.1 Seller shall immediately notify Boeing in writing of any change to the name of the manufacturing facility or the manufacturing facility location of the contracted part number or assembly. Notification shall be made to the Boeing Procurement Representative responsible for the management of this purchase document and the Boeing Supplier Quality Representative responsible for the oversight of the Seller's Quality Management System.

4.0 Retention of Records.

4.1 Seller shall maintain, and have available on a timely basis, Quality records traceable to the conformance of the article(s) delivered to Boeing. Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for calendar year plus (10) ten years from the date of shipment under each applicable Order for all articles unless otherwise specified on the Order.

4.2 At the expiration of such period set forth above and prior to any disposal of records, Seller will notify Boeing of records to be disposed of and Boeing reserves the right to request delivery of such records. In the event Boeing chooses to exercise this right, Seller shall promptly deliver such records to Boeing at no additional cost on media agreed to by both parties.

5.0 Excess Inventory

5.1 Seller shall strictly control all inventory of Boeing proprietary articles that are in excess of purchase document quantity in order to prevent articles from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide articles from excess inventory that were previously rejected or returned by Boeing without prior written authorization from Boeing.

6.0 Control of Nonconforming Product

6.1 When Boeing notifies Seller of a detected nonconformance, Seller shall immediately take action to eliminate the nonconformance on all products in Seller's control. When nonconforming product is determined to be Seller's fault, Boeing will provide Seller with notification. Upon receipt of such notification, Seller shall develop and implement acceptable corrective action.

6.2 Seller shall maintain verification that root cause corrective action has occurred and has resolved the nonconforming condition. At the specific request of Boeing, this verification shall occur after implementation of the corrective action to ensure detected nonconformance has been eliminated. Boeing reserves the right to review the verification data at the Seller's facility or have the data submitted to Boeing.

6.3 When Seller disagrees with the determination of fault, Seller shall submit a Change of Charge (COC) request to the initiator within thirty (30) calendar days from the date of notification. The request must include the reason and documentation/objective evidence supporting the request. Failure to notify Boeing of disagreement with the determination of fault will be deemed to be a confirmation of Seller's acceptance of nonconformance responsibility.

6.4 Boeing reserves the right to reject any root cause and/or corrective action determination provided by Seller, and may request subsequent investigation and/or corrective action to either Boeing or Seller-initiated corrective action requests. If Seller is late in responding to Boeing corrective action requests, or if Boeing requires subsequent corrective action, Boeing reserves the right to withhold acceptance of shipments either at source or destination until Seller corrective action is submitted to Boeing's satisfaction.

6.5 For material, part, assembly, unit or other aircraft hardware (hereafter referred to as 'Product') returned for rework as the result of a Seller generated Notification of Escapement (NOE) or

Expanded Scope SQIS RCCA record, Seller shall: a) When nonconformance rework is not measurable or visible after completion of rework, ensure Product(s) are identified with a distinctive marking method to identify that Product has been reworked by Seller to resolve the NOE or Expanded Scope nonconformance when responding to a Corrective Action RCCA required SQIS record. Marking method shall be mutually agreed to by Boeing Material Review Board (MRB) and Seller to minimize cost and disruption, and may vary due to Product size, available space on Product, and airplane installation location. Agreed to marking method shall be identified by the Seller on the relevant NOE or Expanded Scope SQIS RCCA record. b) Ensure pack slip document states that Product has been reworked under all relevant NOEs, including the applicable NOE numbers. For SQIS RCCA Expanded Scope, include the applicable Nonconformance record (NC) number(s).

7.0 Notification of Escape (NOE)

7.1 Seller shall provide written notification to Boeing when a nonconformance is determined to exist, or is suspected to exist, on product already delivered to Boeing.

7.2 Written notification shall include the following information:

- a. Boeing Purchase Document number(s).
- b. Affected process(es) or product number(s) and names.
- c. Description of the nonconforming condition and the affected engineering requirement (i.e. what it is and what it should be).
- d. Quantities, dates and destinations of delivered shipments.
- e. Suspect/affected serial number(s) or date codes.

Notification must occur within three (3) business days of knowing all the above information.

However, if the condition is possible safety of flight, submit all available information immediately.

7.3 Seller shall notify the BCA Supplier Quality Special Investigations Group.

7.4 Written notification shall be submitted to the BCA Supplier Quality Special Investigations Group through the Boeing Partners Network, via the "BCA Notification of Escapement" link in "My Products" or when unavailable, the Boeing Procurement Representative.

7.5 If directed by the Boeing Supplier Quality Representative (SQR), Seller shall submit a Background Notification (BN) form to the Boeing SQR for pre-evaluation and guidance. The BN form is available at the following website: <http://www.boeingsuppliers.com/d14426/index.html> , by selecting the User Instructions / Processor Requirements link, then the Exhibits and Appendices link, and then the Exhibit IV link.

7.6 If the nonconforming condition has been previously identified by Boeing using a nonconformance record and a corrective action has been requested, the Seller shall notify the Boeing investigator identified on the notification that additional parts are affected (same part number(s)/same condition). Boeing discovered issues where corrective action has not been officially requested by Boeing (Nonconformance Notification (NN) issued in lieu of Root Cause Corrective Action (RCCA) Request) are also in scope for the NoE process.

Note: Additional part numbers or new nonconforming conditions are in scope for the NoE process.

7.7 The requirements set forth above shall be flowed down by Seller to Seller's supply chain, with the modification that all supply chain notification shall pass through Seller (and not be made direct from supply chain to Boeing). Seller shall notify Boeing of all sub-tier escapes in accordance with respective communication process set forth herein. For purpose of this note, supply chain shall mean Seller's complete network of material, equipment, information, and

services integrated into products and services.

8.0 Supplier Funded Source Inspection

8.1 If the Seller fails to achieve and maintain Bronze quality acceptance rate for BCA as shown in Enterprise Supplier Performance Measurement (ESPM) or its equivalent, the Seller may be subject to Supplier Funded Source Inspection (SFSI). Furthermore, without regard to ESPM or equivalent metrics, if upon Boeing's determination, after coordination with Seller, that Seller's quality failures represent a chronic or substantial impact to Boeing, then SFSI may be implemented at Boeing discretion. SFSI may be implemented in accordance with any of the following steps:

- a. Obtaining source inspection from a Boeing-qualified contractor at Seller's own expense;
- b. Reimbursing Boeing for reasonable Boeing costs incurred at the point of manufacture (i.e. Seller's site) to verify product conformance;
- c. Reimburse Boeing for reasonable Boeing costs incurred at the point of receipt to verify product conformance.

Note: The Seller's ESPM or equivalent quality acceptance rate is a calculation of the ratio of acceptable units delivered to the total units delivered, or an alternate criteria quality acceptance rating, equivalent to 100% as defined by the contracting Boeing site(s).

9.0 Boeing Approved Process Sources (D1-4426)

9.1 Seller is required to maintain compliance with this document as may be revised from time to time. This document defines the approved sources for special processing, composite raw materials, composite products, aircraft bearings, designated fasteners, and metallic raw materials.

9.2 Seller and their subcontractor(s) shall utilize sources listed in Document D1-4426 "Approved Process Sources" whenever the manufacturing and/or inspection processes listed in D1-4426 are performed on this purchase document. The current version of D1-4426 is accessible via the internet at the following web address <http://www.boeing.com/suppliers/d14426/>

9.3 Seller shall maintain actual processor certification for all D1-4426 special processes performed in accordance with the requirements of this purchase document. In addition to all certification requirements defined by the applicable processing specification(s), the certifications shall contain the following:

- a. The complete part number of the article(s) represented by the certification;
- b. The total quantity of the parts (for each part number) represented by the certification;
- c. The company name and address of the performing processor. The address shall include street address, city and state;
- d. The specification number(s) and revision letter of the D1-4426 process performed.

9.4 Seller shall provide such certification upon Boeing request.

9.5 Seller's use of approved processors does not relieve Seller from verifying that the processor and the products conform to all applicable process specification requirements.

9.6 Where Boeing specifications and/or processes are listed within the detail design, specification control, or envelope drawing, incorporated by this purchase document, Seller shall adhere to the latest revision of the Boeing specification and/or process, unless otherwise specified in the purchase document.

10.0 Shipping Documentation:

10.1 Seller's shipping documentation shall contain the following:

A Packing Sheet;

- a. A Certificate of Conformity (C of C) statement on the packing sheet certifying its Quality

Assurance department has inspected the articles and they adhere to all contract requirements, applicable drawings/ specifications;

b. For articles intended for use on Boeing Commercial Aircraft, the statement, Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700;

Effective on or before May 1, 2018, the statement shall be as follows: "Seller hereby acknowledges that the parts and/or materials being shipped under this order are intended for use under Boeing's Federal Aviation Administration (FAA) issued Production Certificate 700 and no articles (or constituent parts thereof) or the accompanying paperwork (e.g., packages, shippers, etc.) contain any Federal Aviation Administration- Parts Manufacturer Approval (FAA-PMA) markings."

c. The nonconformance/rejection tag number(s), and a copy of the nonconformance/rejection tag(s) for the articles shipped, as applicable;

d. Evidence of Boeing's product acceptance, when Boeing Source Acceptance is required;

e. A Serialized Parts List identifying parts with an assigned serial numbers. The list shall contain the part numbers, part nomenclature and part serial numbers. This list shall also include part change letters when applicable;

f. Control identity of the end item deliverable of raw material or purchased articles, as applicable.

The control identification is traceable to the article processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

Serial numbers are required as part of the control identity when specified by the engineering data;

g. When the Seller is located outside of the United States and they submit an EASA/JAA/FCAA FORM-1, the following conditions must exist on the form:

1. Block 11 status is identified as "NEW"
and

2. Block 12 titled "Remarks" contains a statement certifying the Seller's Quality Assurance department has inspected the parts.
and

3. Block 12 titled "Remarks" does not contain certification statements of PMA, prototype, not to be installed on certified aircraft, or any statement that does not support PC700 certification.
and

4. Block 13a "Certifies that the items identified above were manufactured in conformity to: approved design data and are in condition for safe operation"

11.0 Digital Product Definition

11.1 Boeing document D6-51991, "Quality Assurance Standard for Digital Product Definition at Boeing Suppliers". When Type Design Digital Product Definition (DPD) data is utilized in manufacturing, inspection and sub-tier flow-down of product definition, Seller shall have a quality system to control Type Design DPD data to the extent necessary to fulfill program requirements. Seller must obtain Boeing DPD capability approval.

12.0 Seller Tooling Requirements

12.1 Seller shall comply with the requirements of D33200, "Boeing Suppliers' Tooling Document. " It is Seller's responsibility to comply with the latest revision of these documents.

13.0 Seller Material Review Board (MRB) Limitations

13.1 Seller is not authorized to disposition nonconforming McDonnell Douglas (MD) Heritage design product. Requests for Boeing MRB dispositions (Use as is, Rework or Repair) of MD Heritage design shall be submitted through the Request for Assistance (RFA) using the Supplier Nonconformance Notification (SNN).

13.2 Any nonconformance of Seller's own detailed design, manufacturing, or process requirements not included in, or affecting specifications or drawings forming a part of this purchase document may be addressed by Seller's normal material review process. Seller shall not make repairs or accept without repair any nonconforming condition adversely affecting fit, form, function, performance, safety, weight, maintainability, service life, interchangeability, or appearance (where a factor) for this article.

14.0 Material Substitution Requests

14.1 Material Substitutions are a change to Type Design Data and require an EO/SEO to the applicable drawing, or inclusion in the Approved Material Substitution List (AMSL) or Part Specific Approved Material Substitution List (PSAMSL) as applicable. Sellers shall submit material substitution requests on a Engineering Liaison Request (ELR) to the Boeing Procurement Agent. Material substitutions listed in the AMSL or PSAMSL do not require additional Boeing authority.

Seller is authorized to utilize the listed substitutions within the guidelines and requirements of the AMSL/PSAMSL.

15.0 McDonnell Douglas (MD) Heritage Deliverable Software

15.1 Sellers providing Boeing with software or articles containing software shall prepare, implement and maintain a Software Quality Assurance Plan specifying the software quality assurance program. Seller shall document the plan in accordance with the requirements of Data Item Description Q-320, Software Quality Assurance Plan. (Reference Seller's Supplier Data Requirements List (SDRL)). The plan and any subsequent changes thereto require Software Quality Assurance written approval prior to implementation.

16.0 Raw Material

16.1 Raw material must not be re-certified with respect to heat treat temper, thickness, diameter, width or cross sectional area or product form. Heat treating, machining or cutting of thicker product or other product forms shall not be supplied in lieu of specified product unless specifically authorized by Boeing. Raw material certifications for material or parts shall reflect the temper, form, and size of the raw material as originally manufactured by the raw material producer.

16.2 When Seller utilizes test reports to accept Seller purchased raw material, the following requirements apply:

- a. Test reports shall be checked 100% against Seller's requirements and applicable specifications.
- b. Validation test requirement: Seller shall periodically validate test reports for raw material accepted on the basis of test reports. That validation shall be accomplished by Seller or other independent party through periodic, scheduled tests of raw material samples. Schedules for frequency of tests will be established by Seller based on historical performance of the raw material supplier.
- c. Seller shall retain test reports provided by the raw material supplier, as well as Seller's validation test results as quality records traceable to the conformance of Goods, as specified elsewhere in this Contract.

16.3 Boeing Heritage Spares - Seller articles containing metallic raw material from foreign

sources shall be procured in accordance with D1-4426, Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

16.4 McDonnell Douglas (MD) Heritage Spares - Seller articles containing metallic raw material from foreign sources shall be procured in accordance with DMS2201, Procurement From Foreign Sources - Metallic Raw Materials QPL (Qualified Product List) and D1-4426 Approved Process Sources Metallic Raw Materials - Non USA & Titanium Ingot (All) - process codes 600-699. Seller shall maintain on file a certification traceable to each product listing the material and the foreign sources' name and address.

17.0 Products of New Manufacture

17.1 Seller shall ensure that all products and materials are of new manufacture and free of Foreign Object Debris/Damage (FOD). All products and materials delivered, and processes performed, shall meet all specifications and requirements contained in the Purchase Document including reference documents specified therein.

18.0 Assistance

18.1 Seller and their subcontractors shall provide all reasonable assistance, facilities and equipment to itinerant and/or resident Boeing and Regulatory Agency personnel. Seller shall ensure right of entry and provide all reasonable facilities to Boeing, Boeing Customer, and Regulatory Agency personnel to inspect and evaluate Seller's facilities, systems, data, equipment, personnel and any articles that will be incorporated into Boeing type-certificated articles. Right of entry/access includes meeting the requirements of the FAA and/or applicable equivalent foreign civil aviation authorities to perform oversight of the facility. While Boeing reserves the right to conduct inspection on a surveillance basis or to the extent of 100 percent inspection, no shipments are to be held for Boeing unless Boeing Source Acceptance is invoked on the purchase document.

19.0 Flammability Requirements

19.1 Seller shall verify that interior articles that are certified to Federal Aviation Regulation (FAR) 25.853 requirements continue to meet such requirements for subsequent production units. At Boeing request, the Seller shall provide proof of testing of articles to verify their conformance to flammability requirements.

20.0 Technical Data Control and Acceptance

- 20.1 After Boeing acceptance of a Seller product design, no changes shall be made without written authorization from Boeing for any change which will or may affect:
- a. Interchangeability, performance, weight, safety, reliability, service life, fit, form, function, and maintainability;
 - b. Federal Aviation Administration (FAA) type certification; or
 - c. Boeing Qualification status.

21.0 Requirements for Delegation of Product Verification

21.1 When Seller delegates product verification, Seller shall conform to the requirements of AS9117, "Delegated Product Release Verification", as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system conforms to the requirements of AS9117. AS9117 establishes minimum requirements for Seller's delegation of product verification. When delegating product verification, Seller is not relieved of the obligations under this contract.

Aerospace standards such as AS9117 can be obtained from SAE, the Society of Automotive Engineers at: <http://www.sae.org>

BG17

30 SEP 2017 Note Added

[Revision Details](#)

Quality Assurance Terms and Conditions are contained in The Boeing Company General Provisions GP1 and as applicable, any Seller contract agreement with Boeing related to this purchase document

BG18

30 SEP 2017 Note Added

[Revision Details](#)

1.0. The Seller shall comply with the requirements of MIL-PRF-27210, Oxygen, Aviator's Breathing, Liquid and Gas, MIL-STD-1551, Quality Control of Gaseous and Liquid Aviator's Breathing Oxygen at Aircraft Contractor Facilities, as identified below:

a. Sellers of aviator's breathing oxygen in bulk shall furnish LBD the following, with each shipment:

1. A copy of the bulk manufacturer's certificate of conformance to MIL-STD-1551 (to assure Air Force-approved oxygen);

2. The Seller's own certificate of conformance to MIL-PRF-27210 (to assure cleanliness of transfer, storage, conversion and regulating equipment. It shall include purity, odor and moisture results.

b. Seller of aviator's breathing oxygen in portable crew cylinders shall furnish LBD the following with each shipment:

1. A copy of the bulk manufacturer's certificate of conformance to MIL-PRF-27210;

2. The Seller's own certificate of conformance to assure cleanliness of transfer, storage, conversion and regulating equipment.

2.0. Copies of test certificates and periodic test results shall be maintained on file at the Seller's facility for a minimum of two (2) years.

BG19

30 SEP 2017 Note Added

[Revision Details](#)

1.0. Source inspection by a Boeing qualified contractor is required for items procured on this purchase document prior to shipment from the Seller's facility. Source inspection may include in-process activities such as processing, fabrication, witness of testing and/or final inspection. The Seller shall obtain source inspection from a Boeing qualified contractor at the Seller's own expense. The Seller shall provide the Boeing qualified contractor's quality representative with a copy of this purchase order, applicable drawings, specifications and changes thereto, and such other information as may be required. Seller shall provide the necessary use of the Seller's facility and equipment to perform the inspection. Seller shall obtain and provide such services at no additional cost to Boeing.

2.0. Seller shall notify the Boeing qualified contractor after Seller's final acceptance and at least 72 hours in advance of the time the product is to be source accepted.

BG20

30 SEP 2017 Note Added

[Revision Details](#)

1.0. Boeing source acceptance is required for items procured on this purchase document. Acceptance may include in-process activities such as processing, fabrication, witness of testing and/or final inspection. Seller shall provide the Boeing Quality Assurance Representative with a copy of this purchase document, applicable drawings, specifications and changes thereto, and such other information as may be required. Seller shall provide the necessary use of the Seller's

facility and equipment to perform the inspection.

Notify the Boeing Quality Assurance Representative that services the Seller's facility via the Supplier Quality Information System (SQIS) forty-eight (48) hours in advance of required source acceptance activity. In the event you are unable to access the Supplier Quality Information System, contact the Boeing Quality Assurance Representative or Boeing Procurement Agent for assistance.

BG21 30 SEP 2017 Note Added

[Revision Details](#)

When DPS 4.505, DPS 4.804, DPS 4.712, DPS 4.813, DPS 4.814, D6-1276 or D6-17781 is referenced in the Engineering data for articles specified on this purchase document, Seller's manufacturing planning shall be approved by Boeing prior to commencing manufacture. Upon approval, Seller shall not change the manufacturing planning without first submitting changes to Boeing for re-approval.

Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain shall mean Seller's complete network of material, equipment, information, and services integrated into products and services. It focuses on direct and all lower-tier suppliers

BG22 30 SEP 2017 Note Added

[Revision Details](#)

Seller shall perform 100% inspection for in-process and final inspection or Seller shall conform to requirements of Boeing document D1-8007 "Requirements for Supplier Statistical Plans" as may be amended from time to time. With the exception noted herein Seller statistical sampling procedure/plan conformance to Boeing document D1-8007 will constitute Boeing Quality approval.

Note: Any characteristics identified in the design documentation as "Safety" or "Critical" (or "Safety Critical," et al.) characteristics shall not be accepted using statistical product acceptance methods unless prior written authorization is granted by the specific Boeing design authority, or the method for acceptance is specifically defined in the design documentation. A "Safety" or "Critical" (or "Safety Critical," et al.) characteristic is defined as a characteristic designated by the design authority, where the responsibility for its definition is outside the scope of recommended practice ARP9013.

Buyer reserves the right to disallow a supplier's statistical methods for product acceptance for specific sites/programs, parts or characteristics, and to conduct surveillance at Seller's facility to assess conformance to the requirements of Boeing document D1-8007, available at <https://suppliers.boeing.com> within the "Supplier Quality" webpage.

BG23 30 SEP 2017 Note Added

[Revision Details](#)

er has been granted inspection delegation authority. Seller's evidence of inspection acceptance of product(s) identified for this purchase document shall include a signed or stamped certificate of conformance (C of C) certifying its Quality Assurance Department has inspected the product(s) to all applicable drawings and/or specifications.

BG24 30 SEP 2017 Note Added

[Revision Details](#)

Ground Support Equipment (GSE) is not applicable to airplane form, fit or function and does not require Quality System or Airworthiness Certification.

BG25	30 SEP 2017 Note Added	Revision Details
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Seller shall comply with the requirements of D33200, Boeing Supplier's Tooling Document. It is Seller's responsibility to comply with the latest revision of these documents.

BG26	30 SEP 2017 Note Added	Revision Details
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Seller shall perform First Article Inspections (FAI) in accordance with AS/EN/SJAC 9102, Aerospace First Article Inspection Requirement.

Buyer may allow alternate methods of meeting the FAI requirement provided the Seller's plan is approved by the Buyer's Supplier Quality Representative (SQR) prior to initiation of the activity (e.g. for installation level drawings or wiring).

Buyer reserves the right to conduct surveillance of the Seller's FAI, referred to as Boeing First Article Inspection (BFAI). BFAI may include in-process inspections to be accomplished during performance of the Seller's FAI. When a BFAI is required, Seller will be notified via the Supplier Quality supplier data system. Seller shall coordinate and schedule BFAI activity with the Buyer's SQR prior to start of related procurement, manufacturing, and/or processing. In the event a BFAI of the Seller's FAI is scheduled, supplier shall make available to the Buyer's SQR the following:

1. Applicable purchase document, material/process certifications, manufacturing and inspection records; including inspection plans developed to identify progressive inspection checkpoints for the FAI as a result of coordination and planning with Buyer's SQR
 2. Applicable design data
 3. Applicable documented configuration baseline and configuration summary
 4. Applicable material review actions
 5. Applicable acceptance and qualification test results
 6. Applicable record(s) of Boeing approval for non-Boeing drawing and test procedures
 7. Seller's First Article Inspection Report (FAIR), as defined by AS9102
- Seller shall maintain a copy of the closed FAI/BFAI record along with Seller's FAIR documentation.

Seller shall flow-down to its Supply Chain the FAI provisions/requirements set forth above. For purposes of this clause, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts.

BG27	30 SEP 2017 Note Added	Revision Details
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Seller is required to maintain a quality system in compliance with Boeing document D6-56202 "Tooling Supplier Quality Operating Requirements." D6-56202 which will be amended from time to time is incorporated herein and made a part hereof by this reference. Buyer reserves the right to conduct surveillance at Seller's facility to ensure that Seller's quality system meets the requirements of this Note.

BG28	30 SEP 2017 Note Added	Revision Details
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1.0. The Seller shall include with each shipment two copies of the results of the lot, batch or item acceptance tests required by the applicable specification. Test reports shall include control identity (e.g., heat, lot, batch, serial number) of material/item tested, actual values when

applicable, and shall be signed by the Seller's authorized agent. The report shall establish the quantity of material/items associated with each traceability number shipped.

Place one copy with the shipping documentation and one copy on the inside of the shipping container.

BG29

30 SEP 2017 Note Added

[Revision Details](#)

The following must be individually authorized by the Boeing Procurement Agent prior to use for this purchase document:

Approved Material Substitution List (AMSL), Part Specific Approved Material Substitution List (PSAMSL), Foreign sources of raw material per D1-4426, Approved Process Sources Metallic Raw Material - Non USA & Titanium Ingot (All) process codes 600-699, DMS 2201 Procurement From Foreign Sources - Metallic Raw Materials (QPL) Qualified Product List.

BG30

30 SEP 2017 Note Added

[Revision Details](#)

FAA Export airworthiness certification is required for articles specified on this Purchase Document. Include with each shipment, the original FAA Form 8130-3 Export Airworthiness approval document.

BG31

30 SEP 2017 Note Added

[Revision Details](#)

- 1.0. FAA and/or Foreign Civil Airworthiness Authority (FCAA) conformity inspection and certification is required for items procured on this Purchase Document. Unless otherwise indicated, Seller shall contact the local FAA/FCAA Representative for inspection and certification.
- 2.0. Unless otherwise indicated, the conformity inspection shall be performed at the Seller or Subcontractor's point of manufacture as deemed necessary to verify product conformance to Type Design.
- 3.0. Seller shall include the original FAA Form 8130-3 with the shipment. Foreign government equivalents to FAA Form 8130-3 are acceptable for imported product.
- 4.0. For a Seller located in a country without a United States bilateral airworthiness agreement, the FAA may elect to conduct the inspection in accordance with paragraph 2 above, or upon arrival of the product in the U.S.

BG32

30 SEP 2017 Note Added

[Revision Details](#)

FAA or Foreign Civil Airworthiness Authority (FCAA) airworthiness certification is required for articles specified on this Purchase Document. Include with each shipment, the original FAA Form 8130-3 Authorized Release Certificate or foreign equivalent.

BG33

30 SEP 2017 Note Added

[Revision Details](#)

Seller is granted direct ship authorization by Boeing for parts shipped on this order only.

The seller shall place the following statement on all shipping documents:

It is hereby certified that (a) the parts and/or materials reflected herein were produced under Federal Aviation Administration approved manufacturing and quality control systems/methods as set forth in FAA Production Certificate No. 700 issued to The Boeing Company and (b) such parts and/or materials are new and in an airworthy condition.

(Signed)

Supplier Quality Assurance (title)

If seller has delegated inspection authority, place the following statement on shipping packing slips:

"Delegated Boeing Inspection Authority has been granted for this supplier."

BG34

30 SEP 2017 Note Added

[Revision Details](#)

1. Seller shall include with each shipment all documentation required by this purchase document including: approval for return to service documentation meeting provisions of FAA regulation 14 CFR parts 43.9, 43.11 or 43.17 including hours and cycles where required.
2. Seller shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.
3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The documentation shall specify AD number, AD amendment number, date, and method of compliance.
4. A description (or reference to data acceptable to the FAA) of the work performed. In either case there must be enough information provided so that a person unfamiliar with the work would be able to determine the extent of the maintenance and/or alteration performed. If the repair station is also EASA-certificated, the maintenance release must include the revision status of the technical data used to perform the work. The maintenance release must also include a record of the parts used, particularly if the maintenance involved substituting parts, such as PMA parts as applicable per FAA AC 145-9.

BG35

30 SEP 2017 Note Added

[Revision Details](#)

1. Seller shall include with each shipment a certified statement on the certificate of conformity (C of C) stating the following:
 - a. Article identity and condition - must use "as-is" or comparable term to describe condition.
 - b. The article(s) were produced under an FAA approved production system.
 - c. Service bulletin compliance or noncompliance.
 - d. Life/cycle limited parts status (i.e., time, time since overhaul, cycles, and history). If the article is serialized and life-limited, operational time and/or cycles are required.
2. Seller shall certify that article(s) provided in accordance with this purchase document were not subjected to severe stress, heat or environmental conditions (including being submerged in water or otherwise exposed to corrosive agents outside of normal operation) or obtained from or operated by any government or military services.
3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The documentation shall specify AD number, AD amendment number, date, and method of compliance.

BG36

30 SEP 2017 Note Added

[Revision Details](#)

1. Seller shall provide documented evidence, in accordance with the purchase document, that the article(s) are new and must include certified statements disclosing the material or parts, were or were not:
 - a. Subjected to conditions of extreme stress, heat or environment;
 - b. Previously installed in a public aircraft, such as a government use aircraft or a military aircraft.
2. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The C of C shall specify AD number, AD amendment number, date, and method of compliance.

BG37	30 SEP 2017 Note Added	Revision Details
Please refer to referenced Contract for Quality Terms and Conditions.		

BG38	30 SEP 2017 Note Added	Revision Details
Please refer to referenced Contract for Quality Terms and Conditions.		

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|------|------------------------|----------------------------------|
| BG39 | 30 SEP 2017 Note Added | Revision Details |
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1. Seller shall provide evidence that the article(s) provided in accordance with this purchase document are new and were produced under an FAA approved production system. Evidence shall include documentation history demonstrating traceability to the Production Approval Holder (PAH), including a legible copy of the certificate of conformity (C of C) certifying that article(s) are new and were produced under a FAA Parts Manufacturer Approval (PMA) or Technical Standard Order Authorization (TSOA) or a Production Certificate (PC).
 2. Article(s) provided in accordance with this purchase document must be new and include a certified statement disclosing the following should be issued about the material or parts, certifying that they were or were not:
 - a. Subjected to conditions of extreme stress, heat or environment;
 - b. Previously installed in a public aircraft, such as a government use aircraft or a military aircraft.
 3. All Airworthiness Directives (AD's) that are represented as having been accomplished must be documented. The C of C shall specify AD number, AD amendment number, date, and method of compliance.

BG40	30 SEP 2017 Note Added	Revision Details
Seller shall provide evidence that the article(s) provided in accordance with this purchase document are new and were obtained from the original manufacturer identified within this purchase document. An article known to have been subjected to extreme stress, heat or environment or obtained from or operated by any government or military source will not be accepted.		

Article(s) on this shipment may subsequently be used on a European Union aircraft. Therefore articles are required to meet the most current regulatory requirements of the MAINTENANCE ANNEX GUIDANCE (MAG) BETWEEN THE FEDERAL AVIATION ADMINISTRATION for the UNITED STATES OF AMERICA AND THE EUROPEAN AVIATION SAFETY

AGENCY for the EUROPEAN UNION.

Article(s) on this shipment require an Authorized Release Certificate (i.e.: FAA Form 8130-3, EASA Form One or other equivalent regulatory airworthiness approval documents) certifying the article(s) are new and were produced under an FAA Regulatory PAH authority or other National Aviation Authority (NAA) equivalent, conform to approved design data and are in airworthy condition. Seller shall provide the original or true certified copy of the regulatory airworthiness approval document

Industry Standard parts are not subject to the forgoing provisions, provided such parts are traceable to the manufacturer, accompanied by a conformity statement, and are in a satisfactory condition for installation.

Seller's packing sheet shall reference the manufacturer's C of C and shall contain control identity of the article(s) on this shipment, as applicable. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

In addition to requirements specified elsewhere in this clause, the following requirements apply to articles produced under FAA PMA:

PMA articles conforming to design data obtained under a licensing agreement from the Type Certificate (TC) or Supplemental Type Certificate (STC) holder must be accompanied by a shipping document that states "Produced under licensing agreement from the holder of [insert TC or STC number]."

Individual detail parts of a PMA article must be accompanied by a shipping document that identifies the detail part as a subcomponent of a PMA article.

Article(s) on this shipment certified under FAA PMA, may subsequently be exported to a European Union country. Therefore, as required in the U.S. / European Union Aviation Safety Agreement Technical Implementation Procedures, PMA certification documentation must contain one of the following statements), as applicable: "This PMA part is not a critical component" or "This PMA part is a critical component". In accordance with regulations, "Critical Component" means a part identified as critical by the design approval holder during the product type validation process, or otherwise by the exporting authority. When Airworthiness Directives (AD's) are represented as having been accomplished, the C of C shall specify AD number, AD amendment number, date, and method of compliance.

BG41

30 SEP 2017 Note Added

[Revision Details](#)

Parts on this shipment must have FAA Parts Manufacturer Approval in accordance with Federal Aviation Regulation 14CFR21.9 and be identified in accordance with Federal Aviation Regulation 14CFR45.15. The following note is to be placed on the packing sheets of the shipment and signed by a person within your organization with responsibility for the conformity of the part to the FAA type certified engineering drawing: It is hereby certified that, (a) the parts and/or materials reflected herein were produced under a Federal Aviation Administration

approved manufacturing and quality assurance system/methods as set forth in Federal Aviation Regulation Part 21 Sub-part K paragraph 21.307, and (b) all parts and/or materials are certified new, conforms to the design data and are in airworthy condition.

BG42

30 SEP 2017 Note Added

[Revision Details](#)

1. Seller's certificated repair station is required to be a Buyer approved repair station and must sustain such approved status on an on-going basis. Seller shall provide copy of air agency certificate to Buyer representative upon request. Representatives of Buyer and/or the Federal Aviation Administration (FAA) may inspect and evaluate Seller's facilities, systems, data, equipment, personnel and all completed products processed under this contract. (If Seller is non domestic, the government agency equivalent to the FAA may conduct such inspection and evaluation.)

2. Work performed under this contract must be accomplished in compliance with Seller's applicable valid air agency certificate(s). A description of the work accomplished by the Seller shall be included with each shipment. All documentation required by this contract and regulation, including dual release airworthiness certification (if required), must be included with each shipment.

Maintenance, Repair, Overhaul and or Modification work performed on articles under this contract must be performed and subsequently returned to Boeing or Boeing's Customer from a Buyer approved certificated repair station. Articles which have undergone Maintenance, Repair, Overhaul and or Modification and subsequently returned to Boeing or Boeing's Customer with an Authorized Release Certificate from non-buyer approved repair station(s) will be not be accepted. Costs for delays and re-processing of articles; subsequent re-inspection and repair or modification of articles from a non-buyer approved repair station will be borne by the Seller.

3. The Quality Clauses and requirements contained in document D6-84944 Section 1 apply to this purchase document. Quality Clauses found in Section 2 of D6-84944 apply if no Boeing term contract has been executed with the Seller.

4. At a minimum Seller shall include with each shipment a signed and completed copy of FAA Form 8130-3 'Airworthiness Approval' tag for each article. The return to service must comply with all regulatory requirements including but not limited to, current FAA orders and memoranda. The airworthiness certification must also comply with FAA Order 8130.21 latest revision. The FAA Form 8130-3 'Airworthiness Approval' tag or a separate document as referenced on the Form 8130-3 'Airworthiness Approval' tag must document the identity of maintenance documents and/or the associated revision status and date of each.

4.1 In the case of maintenance carried out by a U.S.-based EASA Part-145 approved organization subject to the Agreement, EASA only recognizes the dual release FAA Form 8130-3 for component, engine, or propeller maintenance. If an FAA/EASA Dual Release is required by this order, the following is necessary:

a. The FAA Form 8130-3 must include the EASA Part-145 release to service certifying statement, the EASA Part-145 Approval Certificate number in block 12, and specify any overhaul, repairs, alterations, ADs, replacement parts, PMA parts, and quote the reference and issue/revision of the approved data used.

- b. The status of the component (repaired, inspected, overhauled, etc.) shall appear in block 11 with any relevant comments including detailed references to approved data, Ads, etc., in block 12. Example: "Overhauled in accordance with CMM 111, Section X, Rev 2, S/B 23 and FAA AD xyz complied with. Full details held on WO 456."
 - c. Block 12 shall also contain the following statement: "Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number: "EASA 145....."
- 4.2 For the Boeing Company to accept electronically signed authorized release certificate (FAA 8130-3), Seller/ Certificate holder must have a current FAA Approved OPS Spec A025, Electronic/Digital Recordkeeping System, Electronic/Digital Signature, and Electronic Media approval and provide the FAA Approved OPS Spec A025 information to Boeing Company. In addition, the Boeing Company may elect to review the procedures associated with the A025 and the seller may be required to demonstrate access and controls for personnel who are authorized to return to service, articles under the repair station cert as required in Section 145.157 entitled Personnel authorized to approve an article for return to service. In the absence of the A025 authorization, the person returning the article to service must provide an original signature on the FAA form 8130-3 Return to Service
5. If Seller is located in the United States and performs safety-sensitive functions, as described in 14 CFR 120, Drug and Alcohol Testing Program, Seller must be able to demonstrate compliance with the antidrug and alcohol misuse prevention programs for personnel engaged in safety-sensitive functions, including subcontracts at any tier, for work accomplished under this contract.
- 5.1 In this regard, Seller must provide along with other documents and certifications a copy of the:
- a. Form A449 (Antidrug and Alcohol Misuse Prevention Program
 - or
 - b. A statement made in the FAA Form 8130-3 Authorized Release Certificate block 12 that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."
 - or
 - c. A statement made in the FAA Form 8130-3 Authorized Release Certificate block 12 that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."
 - or
 - d. A statement in the pack slip signed and dated by the appropriate Quality Assurance personnel that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."
6. If Seller meets the definition of a hazmat employer under 49 CFR 171.8 definitions and abbreviations, Seller must have a hazardous materials training program that meets the training requirements of 49 CFR 172, subpart H, training.
7. Seller shall establish specific requirements and procedures for the control of Foreign Object Debris/Damage, and shall have controls which are being implemented to ensure cleanliness of work areas. These requirements and procedures must have its basis and encompasses all the

elements found in the Aerospace Industries Association (AIA) National Aerospace Standard (NAS) 412 entitled FOREIGN OBJECT DAMAGE / FOREIGN OBJECT DEBRIS (FOD) PREVENTION or equivalent as determined by Boeing Supplier Quality Assurance. This FOD control program must extend to components and assembly storage, workshops and if present, hanger facilities. Boeing may request that metrics be established for tracking performance of resolution of FOD non-conformances and non-compliances and the results of the disposition of the non-conformances and non-compliances.

7.1 Seller shall also establish specific requirements and procedures for the protection and preservation of product. The Seller shall preserve and protect the product during internal servicing process and delivery to the intended destination in order to maintain conformity to requirements. As applicable, preservation shall include identification, handling, packaging, storage and protection. Preservation shall also apply to subcomponent parts of a product.

7.2 Items intended for maintenance shall be segregated from those items not intended for maintenance use or from new or serviceable product. Preservation and protection of product shall also include and where applicable in accordance with product requirements provisions for cleaning, FOD prevention including detection, and removal of foreign objects, special handling for sensitive products, marking and labeling including safety warnings, shelf life control and stock rotation, and special handling for hazardous materials.

8. Seller's certificated repair station is required to keep documented objective evidence in the form of records as part of the maintenance, repair and overhaul statement of work per Boeing or other OEM repair data for the following:

8.1 Verifiable documented objective evidence of:

- a. pyrometric certification and control of ovens, autoclaves and other pyrometric equipment used for processing of parts, i.e., post plate baking, stress relieving, heat blanket repair and autoclave processing.
- b. equipment being calibrated over the range of usage for the equipment.
- c. periodic tool inspection for assembly tools to assure tool fitness for use and configuration.

8.2 Verifiable documented objective evidence that:

- a. the required and actual data for chemical and temperature control requirements for chemical process solutions used during chemical processing and plating of product during repair and overhaul activities were within acceptable ranges during processing i.e. anodizing, chemical treatment of aluminum, cadmium plating, chrome plating, natal etch, rinse tanks etc,
- b. the required and actual process acceptance criteria and testing that verify necessary processes were accomplished and within required repair data parameters during repair and overhaul of parts, i.e., hydrogen embrittlement testing using notched tensile specimens, Boeing plating porosity meter, adhesion testing, hardness testing, corrosion testing, appearance, etc.
- c. specified coating thicknesses for organic and inorganic coating post process are directly measured and within acceptable ranges as defined by repair data, i.e., chrome plate thickness, cadmium plating thickness, paint thickness, etc.
- d. adhesion testing (dry, wet or solvent tape adhesion testing) is required for all applications of organic coatings (primer, topcoat or surfacer) on metallic or non metallic substrates per SOPM, D6-5000 (Special Commercial Airplane Company Finish codes or f-codes) or BAC/BSS

specification requirements. When no requirement is specified for application of organic coating in the SOPM or CMM reference, the BAC/BSS reference or D6-5000 finish code requirements will be used for testing of organic coating adhesion.

8.3 Verifiable documented objective evidence of required and actual repair data for metal conditioning and machining including:

- a. all shot peen required and actual parameters (manual and automated) as well as demonstration of intensity and saturation curves.
- b. all alloy steel and chrome grind required and actual parameters including grinding machine identification, wheel material information (material type, grit size, hardness, bond and structure), feeds (cross, down), speeds (wheel and work), and records of required periodic wheel dressing.
- c. stress relieve oven identification as well as records of times and temperatures.
- d. records of testing for heat damage post machining or grinding including method used and result of inspection.

8.4 Verifiable documented objective evidence of required and actual repair data for non-metallic (composite & adhesive) repairs and modifications including:

- a. parts and materials used in repair or modification,
- b. "out time" records for materials that demonstrate that time and temperature records from "out time" until cure are within material data requirements supplied by repair and or material OEM,
- c. composite ply lay up and orientation,
- d. documented location and size of composite repair
- e. spre cure processing of composite repair(compaction and/or debulk),
- f. cure time, temperatures, pressures and vacuum parameters and post cure inspection data including composite repairs, adhesive applications requiring room temperature or elevated cures with or without vacuum or pressure.

8.5 Verifiable documented objective evidence of required and actual inspection process parameters and methods for non destructive testing (NDT) inspections and the results of those inspections.

8.6 Verifiable objective evidence of Seller's ability to access and review Boeing and Boeing's agents purchase document clauses and requirements.

9. Seller shall maintain, and have available on a timely basis, Quality records traceable to the article delivered to Boeing. Seller shall make such records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for a period of not less than (10) ten years from the date of shipment under each applicable Order for all product/part numbers unless otherwise specified on the order.

9.1 At the expiration of such period set forth above and prior to any disposal of records, Seller will notify Boeing of records to be disposed of and Boeing reserves the right to request delivery of such records. In the event Boeing chooses to exercise this right, Seller shall promptly deliver such records to Boeing at no additional cost on media agreed to by both parties.

10. In addition to other reporting requirements for Notification of Escapements, The Seller shall provide written notification to Boeing in the English language within one (1) business day when a nonconformance is determined to exist, or is suspected to exist, on products already delivered to Boeing or Boeing's customer. Written notification shall include:

- a. Boeing Purchase Document number(s),
 - b. Affected process(es) or product number(s) and names,
 - c. Description of the nonconforming condition (i.e., what it is and what it should be),
 - d. Affected drawing number(s) and zone(s),
 - e. Quantities, dates and destinations of delivered shipments,
 - f. Suspect/affected serial number(s) or date codes
 - g. Proposed actions/requests (i.e., units to be checked, recording required, method of check, etc.)
- 10.1 This notification is required irrespective of component type, aircraft type, aircraft program or suspected cause of the nonconformance for all product(s) under maintenance, repair or overhaul, inspection or modification services, where a nonconformance is determined to exist, or is suspected to exist.

10.2 Notification shall include above information as a minimum. The Seller shall notify the Boeing Procurement Representative who manages the purchase document, the Supplier Quality Representative and use any such reporting methods as assigned and communicated by Boeing.

11. Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts (contracted maintenance) as well as the obligation that they be flowed to the sub-tier supply chain. For the purpose of this clause, supply chain shall mean Seller's complete network of materials, equipment, information, and services integrated into products and services. It focuses on direct and lower-tier suppliers.

12. All SRM, AMM, CMM, Overhaul Manual, SOPM, BAC, BSS or other OEM instructions as applicable to the Maintenance, Repair, Overhaul and or Modification in this contract that contain the phrases such as, but not limited to, 'recommendations or recommended practices' etc. will be considered as Seller requirements pertaining to the instructions for Maintenance, Repair, Overhaul and or Modification for this contract.

BG43

30 SEP 2017 Note Added

[Revision Details](#)

Article(s) on this shipment must have Federal Aviation Administration (FAA) Parts Manufacturer Approval (PMA), Technical Standard Order Authorization (TSOA), Production Certificate (PC) or equivalent National Aviation Authority (NAA) approval and be identified in accordance with applicable FAA or NAA Regulations. .

Article(s) on this shipment may subsequently be used on a European Union aircraft. Therefore articles are required to meet the most current regulatory requirements of the MAINTENANCE ANNEX GUIDANCE (MAG) BETWEEN THE FEDERAL AVIATION ADMINISTRATION for the UNITED STATES OF AMERICA AND THE EUROPEAN AVIATION SAFETY AGENCY for the EUROPEAN UNION.

Article(s) on this shipment require an Authorized Release Certificate (i.e.: FAA Form 8130-3, EASA Form One or other equivalent regulatory airworthiness approval documents) certifying the article(s) are new, were produced under an FAA Regulatory PAH authority or other NAA equivalent, conform to approved design data and are in airworthy condition. Seller shall provide the original or true certified copy of the regulatory airworthiness approval document. Seller's shipping documentation shall contain control identity of the article(s) on this shipment,

as applicable. The control identification shall be traceable to the article(s) processed in a single run (same manufacturing date, lot, batch, heat, job or shop traveler number). When multiple lots are included in one shipment, Seller shall clearly separate the control identity of the respective lots.

When Airworthiness Directives (AD's) are represented as having been accomplished, the certificate of conformity shall specify AD number, AD amendment number, date, and method of compliance.

In addition to requirements specified elsewhere in this clause, the following requirements apply to articles produced under FAA PMA:

PMA articles conforming to design data obtained under a licensing agreement from the Type Certificate (TC) or Supplemental Type Certificate (STC) holder must be accompanied by a shipping document that states "Produced under licensing agreement from the holder of [insert TC or STC number]."

Individual detail parts of a PMA article must be accompanied by a shipping document that identifies the detail part as a subcomponent of a PMA article.

Article(s) on this shipment certified under FAA PMA, may subsequently be exported to a European Union country. Therefore, as required in the U.S. / European Union Aviation Safety Agreement Technical Implementation Procedures, PMA certification documentation must contain one of the following statements, as applicable: "This PMA part is not a critical component" or "This PMA part is a critical component". In accordance with regulations, "Critical Component" means a part identified as critical by the design approval holder during the product type validation process, or otherwise by the exporting authority.

Q20 30 SEP 2017 Note Text Revised
 01 OCT 2011 Note Text Revised
 01 JUL 2010 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

**BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS FOR SUPPLIERS,
APPENDIX A, ADDENDUM 1, AND ADDENDUM 2**

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, Boeing Quality Management System Requirements for Suppliers, Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum 1, Variation Management of Key Characteristics and Addendum 2, Quality System Requirements for Deliverable Software and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at

the following URL address:
<http://www.boeingsuppliers.com/>

Q21 30 SEP 2017 Note Text Revised
 01 OCT 2011 Note Text Revised
 01 JUL 2010 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS FOR SUPPLIERS,
APPENDIX A, AND ADDENDUM 1

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum 1, Variation Management of Key Characteristics and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address: <http://www.boeingsuppliers.com/>

Q22 30 SEP 2017 Note Text Revised
 01 OCT 2011 Note Text Revised
 01 JUL 2010 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS FOR SUPPLIERS,
APPENDIX A, AND ADDENDUM 2

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum 2, Quality System Requirements for Deliverable Software and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address: <http://www.boeingsuppliers.com/>

Q23 30 SEP 2017 Note Text Revised
 01 OCT 2011 Note Text Revised
 01 JUL 2010 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS FOR SUPPLIERS,
APPENDIX A

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address: <http://www.boeingsuppliers.com/>

Q29	30 SEP 2017 Note Text Revised	Revision Details
	18 MAY 2017 Note Text Revised	
	01 OCT 2016 Note Text Revised	
	01 JUL 2016 Note Text Revised	
	01 OCT 2015 Note Text Revised	
	01 JUL 2015 Note Text Revised	
	01 APR 2015 Note Text Revised	
	01 JAN 2015 Note Text Revised	
	01 APR 2014 Note Text Revised	
	01 JAN 2014 Note Text Revised	
	01 JUL 2013 Note Text Revised	
	31 MAY 2013 Note Text Revised	
	01 JAN 2013 Note Text Revised	
	01 APR 2012 Note Text Revised	
	01 JUL 2011 Note Text Revised	
	01 APR 2011 Note Text Revised	
	01 OCT 2010 Note Text Revised	
	01 JUL 2010 Note Text Revised	
	01 APR 2010 Note Text Revised	
	01 JAN 2010 Note Text Revised	
	01 JUL 2009 Note Text Revised	
	13 MAY 2009 Note Text Revised	
	01 APR 2009 Note Text Revised	
	01 OCT 2008 Note Text Revised	
	01 JAN 2008 Note Text Revised	
	01 JUL 2007 Note Text Revised	
	01 JUL 2006 Note Text Revised	
	01 APR 2006 Note Added	

Seller shall comply with Boeing Form X31764, AS/EN/JISQ 9100 flow-down requirements and PO Note management requirements set forth below.

A. Boeing Form X31764

1. Seller shall comply with the requirements of Form X31764 (10/01/2017) "Boeing Quality

Purchasing Data Requirements". To ensure Seller is performing to the latest Boeing Form X31764, Seller shall access this form by selecting "Supplier Quality" from the menu bar of "Doing Business with Boeing" home page located at the following URL

address: <http://www.boeingsuppliers.com/>. When entering the URL, use lower case letters only. Seller shall flow-down to its Supply Chain the provisions/requirements of X31764.

2. For purposes of this PO Note, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts.

B. AS/EN/JISQ 9100 Flow-Down Requirements

In accordance with AS/EN/JISQ 9100, Seller shall flow-down to its Supply Chain the applicable provisions/requirements of AS/EN/JISQ 9100.

C. PO Note Management Requirements

1. Seller shall comply with all PO Notes when required by applicable contractual agreement. Boeing PO Notes are supplemental terms and conditions that consist of both quality and non-quality assurance terms and conditions. Each PO Note is designated by code number, e.g., Q29, S68, A21, etc. PO Notes may apply to the Seller via Boeing Purchase Contract or Purchase Order, and may be referenced by Boeing solicitations and letter agreements. A PO Note may be referred to as "PO Note" or "Note".

2. Boeing may revise the PO Notes from time to time. To ensure Seller is performing to the latest Boeing PO Note, Seller shall access the latest PO Note revisions via the Boeing Partners Network (BPN) Supplier Portal View. "PO Notes" are listed under "My Products". When Seller reviews a PO Note revision, the PO Notes page will reflect the revision as 'Acknowledged' by Seller. Seller shall access on a quarterly basis the latest PO Note revisions via the BPN Supplier Portal by the following dates of the year: 1/15, 4/15, 7/15 and 10/15.

3. The latest PO Note revision identified by the BPN Supplier Portal is effective, and therefore applicable to the Boeing Order as of the revision date of the PO Note, unless otherwise agreed in writing by the parties for the applicable Order.

4. If Seller does not have BPN Supplier Portal access, Seller shall contact the Boeing Procurement Representative and request the latest PO Note text by specifying the applicable PO Note code number. Seller shall make such requests quarterly by the dates specified in above paragraph "2". Upon receipt of such request, Boeing will provide the applicable PO Note text to Seller. If Seller has an ERP purchase order, but no corresponding ERP purchase contract, upon request from Seller, Boeing will provide Seller the full text of each PO Note.

Q33 30 SEP 2017 Note Text Revised
 01 JUL 2013 Note Text Revised
 01 OCT 2011 Note Added

[Revision Details](#)

BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS, APPENDIX D
Seller is required to maintain a quality system in compliance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers" and Appendix D, Quality Management Systems - Requirements For Aviation, Space And Defense Distributors and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference.

Buyer reserves the right to conduct surveillance at Seller's facility to make final determination that Seller's quality system meets the requirements as set forth herein.
A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address: <http://www.boeingsuppliers.com/>

Q45 30 SEP 2017 Note Text Revised
 01 OCT 2011 Note Text Revised
 01 JUL 2010 Note Text Revised
 01 APR 2008 Note Added

[Revision Details](#)

**BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS FOR SUPPLIERS,
APPENDIX A, FOR MAINTENANCE, REPAIR AND OVERHAUL SERVICES**

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers" and Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference. Seller's AS/EN/JISQ9100 certification shall have an associated certification body assessment report/package that contains evidence that service provisions were assessed.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address: <http://www.boeingsuppliers.com/>

Q46 30 SEP 2017 Note Text Revised
 01 OCT 2011 Note Text Revised
 01 JUL 2010 Note Text Revised
 01 APR 2008 Note Added

[Revision Details](#)

**BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS FOR SUPPLIERS,
APPENDIX A, FOR MAINTENANCE, REPAIR AND OVERHAUL SERVICES**

Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers" and Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference. Seller's AS/EN/JISQ9100 certification shall have an associated certification body assessment report/package that contains evidence that service provisions were assessed.

Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein.

A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address: <http://www.boeingsuppliers.com/>

S16	30 SEP 2017 Note Text Revised	Revision Details
	01 JUL 2016 Note Text Revised	
	01 OCT 2010 Note Text Revised	
	01 APR 2009 Note Text Revised	
	01 OCT 2004 Note Text Revised	
	01 JAN 2002 Baseline Note	

BOEING SOFTWARE FIRST ARTICLE INSPECTION.

Boeing First Article Inspection (BFAI) is required for all deliverable software except pure COTS software per AS9115.

Seller shall perform Software Conformity Inspections (equivalent FAI) in accordance with RTCA/DO-178B/C, Software Considerations in Airborne Systems and Equipment Certification.

Seller shall notify Boeing's supplier quality representative for the coordination and planning of the BFAI, prior to the start of software build and loading demonstrations. BFAI may include in-process inspections to be accomplished during performance of FAI.

At a minimum, Seller shall make available the following in support of the BFAI:

1. Applicable purchase document, manufacturing and inspection records; including inspection plans developed to identify progressive audit and inspection checkpoints for the software as a result of coordination and planning with Boeing's supplier quality representative.
2. Applicable software life cycle documents as required by the Boeing SDRL and/or RTCA/DO-178B
3. Applicable documented configuration baseline and configuration summary
4. Applicable material review actions and/or software problem reports.
5. Applicable acceptance and qualification test results
6. Applicable record(s) of Boeing approval for non-Boeing drawing and test procedures
7. Seller's Software First Article Inspection Report (FAIR), as defined by the Boeing approved Software QA Plan.
8. Seller provides an assertion statement that their artifacts and applicable life cycle documents are in compliance with the EAM (Engineering Approval Memo).

U103	30 SEP 2017 Note Added	Revision Details
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The supplier Acceptance Test Procedure (ATP) is intended to provide reasonable assurance that a NEW part/component meets the minimum requirements for fit, form and function for its intended use. The ATP is insufficient as a standalone investigation tool for a specific documented nonconformance, unless a step within the ATP specifically accounts for/tests for the identified nonconformance.

Supplier investigation of documented NON-CONFORMING product(s) shall lead the supplier to "eliminate the cause(s) of the nonconformity, in order that it does not recur or occur elsewhere" (QMS AS9100) or produce evidence that the supplier is not at fault.

U89	30 SEP 2017 Note Text Revised	Revision Details
	01 JUL 2015 Note Text Revised	
	01 OCT 2013 Note Text Revised	
	01 OCT 2006 Note Text Revised	

01 APR 2006 Note Text Revised
01 JUL 2005 Note Text Revised
01 JAN 2003 Note Text Revised
01 JAN 2002 Baseline Note

THE BOEING COMPANY MAINTAINS A STATE OF WASHINGTON EXPLOSIVES PURCHASER LICENSE FOR PURCHASES FROM MANUFACTURERS OR SUPPLIERS LOCATED WITHIN THE STATE OF WASHINGTON (LICENSE NUMBER EXPU00018465, EXPIRES 2/15/2018).

A CURRENT LIST OF EMPLOYEES AUTHORIZED TO ORDER EXPLOSIVES WITHIN THE STATE OF WASHINGTON WILL BE PROVIDED (WAC 296-52-63020) AND UPDATED AS CHANGES OCCUR.

U90 30 SEP 2017 Note Text Revised
 01 JUL 2015 Note Text Revised
 01 OCT 2013 Note Text Revised
 01 OCT 2006 Note Text Revised
 01 JUL 2005 Note Text Revised
 01 JAN 2002 Baseline Note

[Revision Details](#)

THE BOEING COMPANY MAINTAINS AN ATF "USER OF EXPLOSIVES" PERMIT FOR EXPLOSIVES ACQUISITION, STORAGE AND DISTRIBUTION ACTIVITIES AT THE EVERETT, EVERETT MODIFICATION CENTER, GARY (IN), NORTH BOEING FIELD, RENTON AND SOUTHPARK FACILITIES (PERMIT NUMBER 9-WA-033-33-8H-90239, EXPIRES AUGUST 1, 2018).

THE BOEING COMPANY MAINTAINS AN ATF "MANUFACTURER OF EXPLOSIVES" LICENSE FOR DOMESTIC ACQUISITION, STORAGE AND DISTRIBUTION OF EXPLOSIVES IN INTERSTATE COMMERCE AT THE BOEING SOUTH CAROLINA FACILITY (LICENSE NUMBER 1-SC-019-20-H-00197, EXPIRES 8/1/2020).

THE BOEING COMPANY MAINTAINS AN ATF "IMPORTER OF EXPLOSIVES" LICENSE FOR THE IMPORTATION OF FOREIGN MANUFACTURED OR FOREIGN SOURCED EXPLOSIVES AT THE BOEING SOUTH CAROLINA FACILITY (LICENSE NUMBER 1-SC-019-23- H-00196, EXPIRES 8/1/2020).

THE BOEING COMPANTY MAINTAINS AN ATF "MANUFACTURER OF EXPLOSIVES" LICENSE FOR DOMESTIC ACQUISITION, STORAGE AND DISTRIBUTION OF EXPLOSIVES IN INTERSTATE COMMERCE AT THE BOEING SAN ANTONIO, TX FACILITLY (LICENSE NUMBER 5-TX-029-20-9D-01433, EXPIRES 4/1/2019).

THE BOEING COMPANY MAINTAINS AN ATF "IMPORTER OF EXPLOSIVES" LICENSE FOR THE IMPORTATION OF FOREIGN MANUFACTURED OF FOREIGN SOURCED EXPLOSIVES AT THE BOEING SAN ANTONIO, TX FACILITY (LICENSE NUMBER 5-TX-029-23-9H-01442, EXPIRES 4/1/2019).

28 JUL 2017

A22

28 JUL 2017 Note Added
Payments will be due Net 90 days from receipt.

[Revision Details](#)

C35

28 JUL 2017 Note Text Revised
01 OCT 2015 Note Text Revised
01 JAN 2011 Note Text Revised
01 APR 2010 Note Text Revised
01 APR 2009 Note Text Revised
01 APR 2006 Note Text Revised
08 JUL 2004 Note Text Revised
01 JUL 2004 Note Text Revised
01 JUL 2003 Note Text Revised
01 JAN 2002 Baseline Note

[Revision Details](#)

THIS ORDER IS SUBJECT TO FORM X32411, COMMERCIAL INVOICE REQUIREMENTS FOR IMPORT INTO THE UNITED STATES. A COPY OF THIS FORM CAN BE OBTAINED AT THE FOLLOWING URL ADDRESS (WHEN ENTERING THE URL PLEASE DO SO IN LOWER CASE LETTERS ONLY):

<http://www.boeingsuppliers.com/X32411English.pdf>

The URL above provides a detailed description of the 31 unique Commercial Invoice data elements that must be included on every Commercial Invoice.

In addition, the following provisions shall apply relating to Country of Origin marking, notwithstanding language to the contrary in the applicable contract:

Requirement: Every article of foreign origin imported into the United States shall be marked with the country of origin in accordance with U.S. Customs regulations 19CFR134. Since all Boeing imported parts are subject to delivery to the ultimate consumer, in accordance with 19CFR134, Boeing requires marking of all foreign origin imported parts. Very limited exceptions are allowed in accordance with Customs regulations (see below). For any other exceptions, non-US suppliers must submit exception requests to the appropriate Boeing procurement agent prior to shipment, who will then forward to Global Trade Controls (GTC) Import for approval. Rubber stamp and other surface marking methods, including inks, paints, and coatings, shall be used in accordance with this specification. Intrusive methods are not authorized. Location and part mark method shall be consistent with drawing part mark requirements, if applicable. The marking shall consist of the following, as applicable:

- a. Country of Origin - The English language name of the country in which the imported article was manufactured.
- b. The marking must be conspicuous, legible, and permanent.
- c. The wording need only consist of the English language name of the country of origin such as FRANCE, CHINA, or JAPAN, unless there is also wording on the container, unit, etc. that makes reference to United States, U.S.A., and/or America. If such references are present, the country of origin marking must be a phrase such as "Made in China", "Assembled in France",

"Product of Japan", placed in close proximity to the wording that makes reference to the U.S.A, and be in at least comparable size.

d. Abbreviations which unmistakably indicate the name of a country, such as "Gt. Britain" or "UK" for "Great Britain" are acceptable. Variant spellings which clearly indicate the English name of the country of origin, such as "Brasil" for "Brazil" and "Italie" for "Italy" are acceptable.

Exceptions: The following items are not required to be marked with the Country of Origin, but the Country of Origin shall be marked on the packaging/container which ordinarily reaches the ultimate purchaser (CFR 134.22):

1. Articles that are incapable of being marked, 19 CFR 134.32 (a):
2. Articles that cannot be marked without damage to the article, 19 CFR 134.32 (b)
3. Products of the United States, 19 CFR 134.32 (m)
4. Articles cited on the J-list, 19 CFR 134.33

Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain, when shipping to Boeing in the United States.