



**ADDITIONAL QUALITY ASSURANCE REQUIREMENTS** -The below terms and conditions supplement the quality assurance provisions set forth in the applicable Contract or Agreement between the Parties (i.e. the BCA Supply Chain Agreement (BSCA), SBP, GTA, etc.).

Sections, sub-sections, and individual items the Seller shall flow-down to its Supply Chain are identified by "(Flow-down to Supply Chain)."

### **Section 1: Quality System**

- a)** Seller shall maintain an accredited Industry Controlled Other Party (ICOP) certification to the applicable Aerospace Standard(s) stated below including equivalent international aerospace standard(s).
- b)** Seller shall ensure compliance with Boeing document D6-82479 "Boeing's Quality Management System (BQMS) Requirements for Suppliers" as may be revised from time to time, including Section 2 requirements for Boeing Recognition of Quality Management System Accredited Certification, Section 3 Supplemental Boeing Quality Requirements and the applicable appendices and addenda contained herein.
- c)** Boeing reserves the right to make final determination of Seller's compliance to the below aerospace standards.
- d)** Seller shall achieve and maintain a quality management system (BQMS) acceptable to Boeing for Products procured under this Agreement. Seller may view additional BQMS information 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.
- e)** All work performed by Seller shall be in accordance with one or more of the below listed Aerospace Standards. The Aerospace Standard(s) applicable to Seller's statement of work is determined by Boeing Purchase Order (PO) Note or Quality Clause set forth by Boeing purchase contract or purchase order.

### ***Aerospace Standards and applicable PO Notes or Quality Clauses:***

- Document AS9100 "Quality Management Systems - Requirements for Aviation, Space and Defense Organizations" as may be revised from time to time, which is incorporated herein and made a part hereof by this reference. Any one of the following PO Notes apply AS9100 certification to the Seller: Q20, Q21, Q22, Q23 and Q29.
- Document AS9110 "Quality Management Systems - Requirements for Aviation Maintenance Organizations" as may be revised from time to time, which is incorporated herein and made a part hereof by this reference. Any one of the following PO Notes used in conjunction with PO Note Q01 apply AS9110 certification to the Seller: Q41, Q42, Q44, Q45, Q46 and Q47.
- Document AS9120 "Quality Management Systems - Requirements for Aviation, Space and Defense Distributors" as may be revised from time to time, which is incorporated herein and made a part hereof by this reference. PO Note Q33 applies AS9120 certification to the Seller.
- Document AS9103, "Aerospace Series - Quality Management Systems - Variation Management of Key Characteristics" as may be revised from time to time, which is incorporated herein and made a part hereof by this reference. PO Note Q21 in conjunction with Q29 applies AS9103 conformance to the Seller.
- Document AS9115, "Quality Management Systems - Requirements for Aviation, Space and Defense Organizations - Deliverable Software" as may be revised from time to time, which is incorporated herein and made a part hereof by this reference. PO Note Q22 in conjunction with Q29 applies AS9115 conformance to the Seller.

**Sub-section A: Aerospace Quality Management System (AQMS) Certification**

Boeing recognition of Seller's AQMS certification does not affect Boeing's right to conduct audits and issue findings at the Seller's facility. Boeing reserves the right to provide Boeing-identified quality system findings, associated quality system data, and quality performance data to Seller's certification or registration body (CB).

**Sub-section B: Application of Acceptance Authority Media (AAM):**

- a) 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.
- b) Seller shall, within its organization and its supply chain, ensure that the use of AAM is clearly defined within its Quality Management System (QMS).
- c) 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.
- d) 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:
  - Authority Media Application Errors (i.e. Omission, Typos, Legibility, etc.)
  - Authority Media Application Untimely Use (i.e. Documentation is not completed as planned, "Stamp/Sign as you go", etc.)
  - Authority Media Application Misrepresentation (i.e., uncertified personnel, Falsification of documentation, Work not performed as planned, etc.)
  - Authority Media Application Training Deficiencies (i.e. Ethics, Culture awareness, Proper Use of authority media, etc.)

**Sub-section C: Purchase Order Notes**

Individual Purchase Order (PO) notes, as revised from time to time, are applicable when identified on the Contract/Purchase Order. Standard PO note codes and affiliated text are available within the "Supplier Quality" webpage at: <https://suppliers.boeing.com>



## **Section 2: Production Certificate and Business Requirements - General**

- a) English Language (Flow-down to Supply Chain):** When specifically requested by Boeing, Seller shall make specified quality data and/or approved design data available in the English language.
- b) Quality Metrics & Reporting:** When requested by Boeing, Seller agrees to work with Boeing to develop and implement processes designed to improve Seller's quality performance during the entire Product life cycle. Processes for improvement shall include sufficient detail to allow Boeing to evaluate Seller's progress. When requested by Boeing, Seller agrees to share performance data including but not limited to design, production and in-service support data.
- c) Seller's Quality Assurance:** Seller must inspect or otherwise verify that all products, articles, or services, including those components procured from or furnished by subcontractors, suppliers, or Boeing, conform to Boeing's requirements, prior to shipment to Boeing or Customer. Seller shall be responsible for all tests, inspections, and other controls of the Product during receiving, manufacture and through Seller's certification of conformance. Seller agrees to furnish copies of test, inspection, and/or other control data upon request from Boeing's Procurement Representative.
- d) Seller's Statistical Product Acceptance (Flow-down to Supply Chain):** Seller shall comply with requirements of document AS9138 "Aerospace Series - Quality Management Systems Statistical Product Acceptance Requirements", as may be amended from time to time, whenever applying statistical sampling methods as a means to ensure product, article, or service conformance. Seller's statistical sampling procedure/plan must include the following to be compliant:
- Minimum protection levels as defined within AS9138 Table A1
  - C=0 criteria as defined within AS9138 Section 3.11
  - Sampling restrictions as contained within AS9138, Section 4.3 Safety/Critical Characteristics, and
  - Sampling requirements and/or prohibitions contained within the approved part/product Design

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 compliance to the requirements of AS9138 and/or part/product Design Data sampling requirements.

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

- e) Regulatory Approvals (Flow-down to Supply Chain):** For aircraft regulated by Civil Aviation Authorities, regulatory approval may be required for Seller to make direct sales (does not include "direct ship" sale through Boeing) of modification or replacement parts to owners/operators of type- certificated aircraft. Regulatory approval, such as FAA Parts Manufacturer Approval (PMA), is granted by Civil Aviation Authorities. Seller agrees not to engage in any such direct sales of Products or Services under this Agreement without appropriate regulatory approval. For Seller proprietary parts, Seller agrees to notify Boeing of application for regulatory approval and the subsequent approval or denial of same. Upon receipt of proof of applicable regulatory approval, Boeing may list Seller in the illustrated parts catalog as seller of that part. Unless explicit contractual direction is given to the contrary, no articles (or constituent parts thereof) ordered by Boeing Commercial Airplane Co. purchased under this agreement 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.



**f) Supplier Funded Source Inspection:** If the Seller fails to achieve and maintain 99.55% or greater acceptance rate for BCA/BGS as shown in Boeing Enterprise Supplier Tool (BEST) or its equivalent, the Seller may be subject to Supplier Funded Source Inspection (SFSI). Furthermore, without regard to BEST 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 will be implemented at the Seller's expense.

**g) Verification of Corrective Action:** When Boeing notifies Seller of a detected nonconformance, Seller shall immediately take action to eliminate the nonconformance on all products in Seller's control. Seller shall also maintain verification that root cause corrective action has occurred and has resolved the subject condition. Boeing reserves the right to review the verification data at Seller's facility or have the data submitted to Boeing.

**h) Corrective Action Report:** When Seller is requested to submit a corrective action report, the report shall be submitted within the time allotted and format specified by Boeing. In the event Seller is unable to respond within the allotted time frame Seller shall submit a written request for extension, subject to Boeing's approval. The request for extension shall include the reason for the extension and the additional time needed to complete the report. If after initial submittal to Boeing Seller determines a revision is required to the report Seller shall immediately notify Boeing in writing of such revision. The notification of revision must highlight the change from initial submittal and include the purpose of the revision.

**i) Acceptance/Rejection of Seller's Root Cause/Corrective Action:** 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 corrective action is submitted to Boeing's satisfaction.

**j) Work Transfer (Flow-down to Supply Chain):** Work-Transfer' is defined as movement or re-location of work to be performed, either by Seller or Seller's Supply Chain, from one facility to another, from Seller to a supplier in Seller's Supply Chain, from a supplier in Seller's Supply Chain to Seller, or from one supplier in Seller's Supply Chain to another supplier in Seller's Supply Chain (including to any affiliate of Seller).

Seller will not and will ensure supply chain will not, Initiate a Work Transfer without Boeing's prior written approval. Seller will complete and submit Boeing form X35781 "Supplier Initiated Work Transfer Notification" (including required implementation plans).

Seller acknowledges the Work-Transfer approval process. May take 120 M-days, depending on: (i) complexity of the Work-Transfer; (ii) Seller's, including Seller's Supply Chain, as applicable, cooperation and timeliness in the process; (iii) completeness of plan(s) and/or submittals; and (iv) regulatory notifications and approvals, if any. Seller agrees the Work-Transfer process may not occur according to Seller's schedule.

Boeing reserves the right to deny a Work-Transfer.



**k) Manufacturing Planning (Flow-down to Supply Chain):** “Controlled” or “Approved” planning requirements are derived from the part specific Engineering requirements. Planning changes to “controlled” or “approved” planning requires compliance with the associated process prior to implementing proposed changes within seller's production system and commencing manufacture. Seller shall submit manufacturing planning changes to Boeing in accordance with the requirements described within the associated process for approval/re-approval.

Boeing engineering qualification/approvals include material & process approvals and quality engineering approvals (but not limited to):

- Manufacturing plans (e.g. **D6-1276, D6-17781, BSS7085, DPS 4.804, DPS 4.712, DPS 4.813, DPS 4.814**)
- Part Qualifications (e.g. **BSS7029, BSS7082, BSS7119**)
- Process Control (e.g. **D6-36232**)
- Boeing Level 3 Approvals (e.g. **BAC5980**)
- Statistical Sampling Plans (e.g. **BSS7286**)

**l) First Article Inspection/Boeing First Article Requirement (Flow-down to Supply Chain):** Seller shall perform First Article Inspections (FAI) in accordance with AS/EN/SJAC 9102, Aerospace First Article Inspection Requirement. Boeing may allow alternate methods of meeting the FAI requirement provided Seller's plan is approved by Boeing's Supplier Quality Representative (SQR) prior to initiation of the activity (e.g. for installation level drawings or wiring).

Boeing 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 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 Boeing's SQR prior to start of related procurement, manufacturing, and/or processing.

**m) FOD Prevention Program (Flow-down to Supply Chain):** 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>

**n) Excess Inventory (Flow-down to Supply Chain):** Seller shall control all inventory of Boeing proprietary product that is in excess of contract 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 SBP 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.



**o) Tooling:** Seller shall comply with the requirements of Boeing document D33200, Boeing Suppliers' Tooling Document. It is the Seller's responsibility to comply with the latest revision of these documents.

**p) Boeing Document D1-4426, "Approved Process Sources" (Flow-down to Supply Chain):** Seller shall comply with Boeing document D1-4426 "Approved Process Sources" (<http://active.boeing.com/doingbiz/d14426/index.cfm>). This document, subject to revision from time to time, defines the approved sources for special processing, composite raw materials, composite products, aircraft bearings, designated fasteners, and metallic raw materials. The Seller's purchasing information shall conform to the purchasing data requirements of Boeing document D1- 4426 Appendix D. These purchasing data requirements can be found at: <http://active.boeing.com/doingbiz/d14426/Appendix-D.pdf>

**q) Requirements Consumption Review (RCR):** Is used to establish confidence that Seller understands contractual and engineering requirements imposed on this contract. The goal of the RCR is to deploy a collaborative tool for earlier supplier engagement to ensure the successful execution of contract and/or technical requirements. If an RCR is deemed required by Buyer, Buyer's Supplier Quality Representative/ Engineer and/or Procurement Agent will communicate and coordinate with Seller to schedule the RCR as an early involvement activity, intended to be performed prior to start of manufacturing and/or servicing of goods. RCR may be conducted at Buyer's discretion on existing production to identify and mitigate risks in the supplier requirement consumption process. Seller shall make records of contract requirements review, production planning, training and any other applicable records readily available at time of RCR. Buyer reserves the right to review Seller's flow-down of contracts and engineering requirements to Seller's subcontractor (s).

### **Section 3: Production Certificate and Business Requirements Specific to Seller's Statement of Work**

**a) Boeing Document D6-51991 (Flow-down to Supply Chain):** "Quality Assurance Standard for Digital Product Definition (DPD) 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.

**b) FAA Form 8130-9 "Statement of Conformity" (Flow-down to Supply Chain):** When Seller is approved to complete FAA Form 8130-9 "Statement of Conformity" on Boeing's behalf, Seller shall do so in accordance with Boeing document D6-83570 "8130-9 Conformity Inspection Requirements" and assigned FAA Form 8120-10 "Request for Conformity" instructions.

**c) AS9117 Delegated Product Release Verification (Flow-down to Supply Chain):** 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 its obligations under this contract.

Aerospace standards such as AS9117 can be obtained from SAE International at: <http://standards.sae.org>





### **Section 3: Production Certificate and Business Requirements Specific to Seller's Statement of Work**

- d) Clad Aluminum Exterior Aircraft Skins, Boeing document D6-9002 (Flow-down to Supply Chain):** Effective January 1, 2017, all 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".
- e) Operator Self-Verification Program (Flow-down to Supply Chain):** If 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.
- f) Request for Boeing Material Review Board (MRB) Dispositions:** When the supplier does not have delegated Material Review Authority (MRA), or the nonconforming condition requires a Boeing disposition, Seller shall request material review disposition through the Request for Assistance (RFA) using the Material Review Record (MRR) or the Supplier Nonconformance Notification (SNN), in accordance with Boeing document D6-84111.
- g) Material Review Authority (MRA):** Seller shall not apply dispositions of use-as-is or repair to nonconforming products they produce for installation on Boeing commercial airplanes unless Boeing has delegated MRA to the seller in accordance with Boeing document D-13709-4, or Boeing document D-13709- 5. The term "nonconforming articles" includes all nonconforming materials, processes, components, and subassemblies, including those of seller design, that do not conform to their type design definition data regardless of whether BCA requirements (e.g. as specified by Specification Control Document (SCD)) have been violated.
- h) Customer Sensitive and Aesthetic Acceptance Criteria:** Seller shall assess and process Use-As-Is or Repair dispositions in accordance with the D6-86587 "Boeing Commercial Airplanes (BCA) Customer Sensitive Items and Aesthetic Acceptance Criteria".
- i) Supplier Notice of Escapement (NoE): (Flow-down to Supply Chain):** When Seller has found nonconforming condition on parts that have already shipped to Boeing, Seller must submit a Notice of Escapement to Boeing.

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

**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:** 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)

### **Section 4: BGS-C Unique Quality Purchasing Data Requirements**

a) McDonnell Douglas (MD) Heritage Spares - Seller parts 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.

#### b) Material Substitution Requests

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 an 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.

c) 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.