

WM 737 RADOME

BOEING/NRD CUSTOMER REQUIREMENTS

Flow Down of Purchase Order Notes

5/30/2017

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 flow 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.
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5/30/2017

[APM52](#)

INVOICE AND CERTIFIED TOOL LIST SHOULD BE MAILED TO:

BOEING COMMERCIAL AIRPLANES
C/O SUPPLIER MANAGEMENT
TOOL ACCOUNTABILITY
M/C 02-20
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

19 May 2017

B100

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 purchase orders (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.

18 May 2017

C60

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.

Q109

In all cases the work performed for the maintenance, repair, overhaul and modification of in-service components that are intended for use on US and European Union aircraft will 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 and any authorized addenda to the MAG at the time of the maintenance activity.

Components released by the PAH, prior to October 1, 2016 will not be required to be accompanied by FAA Form 8130-3. Only those components released from a PAH's quality system, on or after that date, must be accompanied by FAA Form 8130-3 if intended to be installed on articles subject to the FAA/EASA BASA.

Seller shall ensure that the records for the article(s) serviced in accordance with this purchase document retain on file all components (new and used) consumed in the repair and are able to demonstrate upon request, traceability to the source from which articles were obtained and compliance to the requirements of the MAINTENANCE ANNEX GUIDANCE at the time of the maintenance activity.

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 INTERGRATED INTO PRODUCTS AND SERVICES. IT FOCUSES ON DIRECT AND LOWER-TIER SUPPLIERS. SELLER SHALL RETAIN SUCH RECORDS AS STATED IN THE Q09 CLAUSE of this purchase order.

Q29

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 (5/01/2017) "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.

Q31

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."

APPLICATION NOTE FOR SUPPLIER 1: 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".

APPLICATION NOTE FOR SUPPLIER 2: PO NOTE Q31 PUBLISHED ON JANUARY 1, 2017 SHALL BE FULLY IMPLEMENTED MAY 1, 2018. UNTIL MAY 1, 2018, IF A SUPPLIER HAS NOT ADOPTED THE JANUARY 1, 2017 Q31 NOTE, THEN THE SUPPLIER MAY INCLUDE THE FOLLOWING Q31 NOTE TEXT REVISED JANUARY 1, 2016: "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." FURTHER, IF THE JANUARY 1, 2016 LANGUAGE IS PRESENT WITHOUT THE ADDED LANGUAGE PRESENT IN THE JANUARY 1, 2017 Q31, THEN ALL SELLER SHIPMENTS SHALL BE CONSISTENT WITH THE FOLLOWING STATEMENT: 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 SHALL NOT CONTAIN ANY FAA-PMA MARKINGS.

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.

Q47

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 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.

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 EMBRITTEMENT 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.

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 APPLICATIONS REQUIRING ROOM TEMPERATURE OR ELEVATED CURES WITH OR WITHOUT VACUUM OR 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 INTERGRATED 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.

U102

This note only applies to non-unitized, non-conforming parts approved to ship as an open-nonconformance per D6-84111. Applicable to 737/747/767/777 (excludes 787).

Seller will be required to attach a defective part tag to the nonconforming part(s) when shipping open non-conformances. The tag shall adhere to the following specifications:

- Overall Size (WxL): No smaller than 2-3/8" x 4-3/4"
- Color: Red
- Type/Grade: Tagstock, no smaller than 10 PT

- Punch:
 - Quantity 1
 - Diameter, 3/16"
 - Double Side Grommet reinforcement
 - Language: English
 - Font Color: Black
 - Shall contain the following title 'Defective Part Tag'
 - Shall contain the following information:
 - Part Number
 - Part Name
 - Nonconformance number
 - Date
 - Fastener Type: Wire or Zip tie
 - Wire: No smaller than 26 gauge wire
 - Zip Tie: No smaller than 0.10" thickness
-

U40

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.com/suppliers/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 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). NOTE: ADDITIONAL PART NUMBERS OR NEW NONCONFORMING CONDITIONS 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.

4/1/2017

C60

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Q109

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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 EMBRITTEMENT 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.

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(COMPACTON 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.

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 INTERGRATED 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.

U102

This note only applies to non-unitized, non-conforming parts approved to ship as an open-nonconformance per D6-84111. Applicable to 737/747/767/777 (excludes 787).

Seller will be required to attach a defective part tag to the nonconforming part(s) when shipping open non-conformances. The tag shall adhere to the following specifications:

- Overall Size (WxL): No smaller than 2-3/8" x 4-3/4"
- Color: Red
- Type/Grade: Tagstock, no smaller than 10 PT
- Punch:
 - Quantity 1
 - Diameter, 3/16"
 - Double Side Grommet reinforcement
- Language: English
- Font Color: Black
 - Shall contain the following title 'Defective Part Tag'
- Shall contain the following information:
 - Part Number
 - Part Name
 - Nonconformance number
 - Date

- Fastener Type: Wire or Zip tie
 - Wire: No smaller than 26 gauge wire
 - Zip Tie: No smaller than 0.10" thickness
-

U40

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.com/suppliers/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 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). NOTE: ADDITIONAL PART NUMBERS OR NEW NONCONFORMING CONDITIONS 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.

3/9/2017

Q31

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."

APPLICATION NOTE FOR SUPPLIER 1: 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".

APPLICATION NOTE FOR SUPPLIER 2: PO NOTE Q31 PUBLISHED ON JANUARY 1, 2017 SHALL BE FULLY IMPLEMENTED MAY 1, 2017. UNTIL MAY 1, 2017, IF A SUPPLIER HAS NOT ADOPTED THE JANUARY 1, 2017 Q31 NOTE, THEN THE SUPPLIER MAY INCLUDE THE FOLLOWING Q31 NOTE TEXT REVISED JANUARY 1, 2016: "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." FURTHER, IF THE JANUARY 1, 2016 LANGUAGE IS PRESENT WITHOUT THE ADDED LANGUAGE PRESENT IN THE JANUARY 1, 2017 Q31, THEN ALL SELLER SHIPMENTS SHALL BE CONSISTENT WITH THE FOLLOWING STATEMENT: 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 SHALL NOT CONTAIN ANY FAA-PMA MARKINGS.

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.

1/1/2017

Q109

In all cases the work performed for the maintenance, repair, overhaul and modification of in-service components that are intended for use on US and European Union aircraft will 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 and any authorized addenda to the MAG at the time of the maintenance activity.

New components used in the maintenance activity must be traceable to the OEM as specified in the Type Certificate (TC) holder's Parts Catalogue and be in a satisfactory condition for installation. A release document issued by the OEM or Production Certificate (PC) holder must accompany the new component. The release document must clearly state that it is issued under the approval of the relevant AA under whose regulatory control the OEM or PC holder works. For U.S. OEMs and PC holders, release must be on the FAA Form 8130-3 as a new part. For all EU Member States, OEMs, and PC holders, release must be in accordance with EASA Part-21 on EASA Form 1 as a new part. PMA parts may only be accepted as detailed in EASA Part-21 or in Annex 1 of the Agreement. Standard parts are exempt from the forgoing provisions, except that such parts must be accompanied by a conformity statement and be in a satisfactory condition for installation.

Components released by the PAH, prior to October 1, 2016 will not be required to be accompanied by FAA Form 8130-3. Only those components released from a PAH's quality system, on or after that date, must be accompanied by FAA Form 8130-3 if intended to be installed on articles subject to the FAA/EASA BASA.

Seller shall ensure that the records for the article(s) serviced in accordance with this purchase document retain on file all components (new and used) consumed in the repair and are able to demonstrate upon request, traceability to the source from which articles were obtained and compliance to the requirements of the MAINTENANCE ANNEX GUIDANCE at the time of the maintenance activity.

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. 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 the time period set forth in this order/contract 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, 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.

Q31

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."

APPLICATION NOTE FOR SUPPLIER: 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.

Q83

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.

Q97

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 AUTOMATED SOURCE ACTIVITY PLANNING (A.S.A.P.) 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 ASAP 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.

U85

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.

10/1/2016

B100

Except as otherwise 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 no less than monthly on all open purchase orders and no less than weekly on outstanding delivery schedules that are due within the next 60 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 scheduled delivery date on the PO and will status all delinquent POs in BOOTS daily unless otherwise directed by Boeing. D6-85092, "Update and Status Purchase Orders Using the Boeing Open Order Tracking System" is incorporated herein by reference.

Q09

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 SUCH 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.

Q109

In all cases the work performed for the maintenance, repair, overhaul and modification of in-service components that are intended for use on US and European Union aircraft will 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 and any authorized addenda to the MAG at the time of the maintenance activity.

New components used in the maintenance activity must be traceable to the OEM as specified in the Type Certificate (TC) holder's Parts Catalogue and be in a satisfactory condition for installation. A release document issued by the OEM or Production Certificate (PC) holder must accompany the new component. The release document must clearly state that it is issued under the approval of the relevant AA under whose regulatory control the OEM or PC holder works. For U.S. OEMs and PC holders, release must be on the FAA Form 8130-3 as a new part. For all EU Member States, OEMs, and PC holders, release must be in accordance with EASA Part-21 on EASA Form 1 as a new part. PMA parts may only be accepted as detailed in EASA Part-21 or in Annex 1 of the Agreement. Standard parts are exempt from the forgoing provisions, except that such parts must be accompanied by a conformity statement and be in a satisfactory condition for installation.

Components released by the PAH, prior to October 1, 2016 (ref FAA Notice N8900.336) will not be required to be accompanied by FAA Form 8130-3. Only those components released from a PAH's quality system, on or after that date, must be accompanied by FAA Form 8130-3 if intended to be installed on articles subject to the FAA/EASA BASA.

Seller shall ensure that the records for the article(s) serviced in accordance with this purchase document retain on file all components (new and used) consumed in the repair and are able to demonstrate upon request, traceability to the source from which articles were obtained and compliance to the requirements of the MAINTENANCE ANNEX GUIDANCE at the time of the maintenance activity.

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. 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 the time period set forth in this order/contract 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, 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.

Q110

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.

Q111

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.

Q13

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

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 (10/01/2016) "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.
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U102

Seller will be required to attach a defective part tag to the nonconforming part(s) when shipping open non-conformances. The tag shall adhere to the following specifications:

- Overall Size (WxL): No smaller than 2-3/8" x 4-3/4"
- Color: Red
- Type/Grade: Tagstock, no smaller than 10 PT
- Punch:
 - Quantity 1
 - Diameter, 3/16"
 - Double Side Grommet reinforcement
- Language: English
- Font Color: Black
 - Shall contain the following title 'Defective Part Tag'
- Shall contain the following information:
 - Part Number
 - Part Name
 - Nonconformance number
 - Date
- Fastener Type: Wire or Zip tie
 - Wire: No smaller than 26 gauge wire
 - Zip Tie: No smaller than 0.10" thickness

8/4/2016

A18

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 SUPPLIER PART NUMBERED ITEMS, WHETHER SUCH EQUIPMENT IS SUPPLIED TO SELLER AS AN END ITEM OR AS A COMPONENT PART OF AN END ITEM.

6/20/2016

A75

SELLER IS REQUIRED TO SIGN AND RETURN PROMPTLY THE ACKNOWLEDGMENT REPLY FORM OF THIS ORDER.

A98

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.

Q09

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 SUCH 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, 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

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/JAR/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 ASSUANCE 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.

Q23

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/supplier/index.html>

Q29

SELLER SHALL MAINTAIN CERTIFICATION, OBTAINED FROM AN ACCREDITED CERTIFICATION BODY, TO AS/EN/JISQ 9100, QUALITY MANAGEMENT SYSTEMS AEROSPACE REQUIREMENTS, AS MAY BE REVISED FROM TIME TO TIME. BOEING (BUYER) RESERVES THE RIGHT TO MAKE FINAL DETERMINATION REGARDING SELLER COMPLIANCE TO QUALITY MANAGEMENT SYSTEM REQUIREMENTS. SELLER SHALL COMPLY WITH THE REQUIREMENTS OF FORM X31764 (REVISED 10/01/2015), BOEING QUALITY PURCHASING DATA REQUIREMENTS AVAILABLE AT THE FOLLOWING URL ADDRESS. WHEN ENTERING URL - (PLEASE DO SO IN LOWER CASE LETTERS ONLY):
<http://www.boeingsuppliers.com/>

Boeing requires that the provisions/requirements set forth in FORM X31764 be included in Seller's direct supply contracts as well as the obligation that they be flowed to the Seller's 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. Boeing requires that the provisions/requirements set forth in AS/EN/JISQ 9100, as determined by the Seller to be applicable, be flowed to the sub-tier supply chain as specified in AS/EN/JISQ 9100.

S68

REPRESENTATIVES OF BOEING AND/OR THE FEDERAL AVIATION ADMINISTRATION (IF NON DOMESTIC, BOEING AND/OR THE FEDERAL AVIATION ADMINISTRATION AND/OR EQUIVALENT GOVERNMENT AGENCY) MAY INSPECT AND EVALUATE SELLER'S FACILITIES' SYSTEMS, DATA, EQUIPMENT, PERSONNEL AND ALL COMPLETED ARTICLES MANUFACTURED FOR INSTALLATION ON BOEING COMMERCIAL PRODUCTION AIRPLANES.

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.

T88

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 products which 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 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.

U40

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, DATES, PURCHASE ORDERS AND DESTINATIONS OF DELIVERED SHIPMENTS
 - D - SUSPECT/AFFECTED SERIAL NUMBER(S) OR DATE CODES, 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 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.com/suppliers/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
- EMAIL NON-PROPRIETARY INFORMATION TO smpsi@boeing.com OR
- FAX (425-717-8010) NOTE: WHEN FAXING PROPRIETARY INFO, A RECIPIENT MUST BE STANDING BY TO RECEIVE

FAX.

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 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). NOTE: ADDITIONAL PART NUMBERS OR NEW NONCONFORMING CONDITIONS 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.