

## BDS Terms and Conditions

Clause Number: Q023M

Effective: 11/11/2021

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### REQUIREMENTS FOR FLIGHT SAFETY CRITICAL AIRCRAFT PARTS (FSCAP) AND CRITICAL SAFETY ITEMS (CSI) IN THE MAINTENANCE, OVERHAUL AND REMANUFACTURE ENVIRONMENT – DELIVERABLE

Goods ordered herein fall into one of the following categories:

1. Designated on engineering drawings as “Critical Part”, “Flight Safety Part” (FSP), or “Contains Flight Safety Parts Program (FSPP) Critical Characteristic”, and accordingly requires control during post production activity per EPB 17-120
2. Designated on Depot Maintenance Work Requirement (DMWR) as a “Critical Safety Item” and accordingly requires control during post production activity per DE-STD-2/DE-STD-6.

Seller shall contact Buyer’s Authorized Procurement Representative to confirm possession and then assure use of the latest EPB 17-120 (FSCAP) or DE-STD-2/DE-STD-6 (CSI) documents as defined in the work instructions/statement of work.

Critical Characteristic Restoration Planning Package submittals are required for plans affecting Critical Characteristics or as requested by Buyer. All Restoration Planning Packages are to be submitted to Boeing Mesa Data Management through the Customer & Supplier Data Transmittal System found on the Boeing Portal. Plans shall be in accordance with EPB 17-120 (FSCAP) or DE-STD-2/DE-STD-6 (CSI); the Subcontractor Data Requirements List (SDRL); and Data Item Description B015 (FSCAP) or B016A (CSI). Acceptance of the FSCAP or CSI Restoration Planning Package by the Boeing Mesa FSCAP or CSI Control board and engineering disposition referencing accepted plan is required prior to initiating maintenance, overhaul, repair or processing. Upon acceptance, plans shall be considered frozen.

If the work includes processing, material or a standard part from the Buyer’s specification that requires a Buyer approved source, seller shall contact Buyer’s Authorized Procurement Representative to obtain the approved sources for Material Specifications (HMS) and Standard Part Specifications (HS).

For all other Buyer’s Standard Parts and Material process sources, reference the item’s specification and Approved Process Sources, D1-4426:

<https://www.boeingsuppliers.com/quality.html#/process>

If Seller determines item should be replaced instead of overhauled, or remanufactured, then prior to replacing item, Seller shall contact Buyer’s Authorized Procurement Representative to obtain appropriate contract changes.

Record Retention:

Documents supporting the repair, overhaul, and remanufacture of FSCAPs or CSI’s shall be maintained by the manufacturer for a period of five (5) years after Seller ceases processes for which EPB 17-120 or DE-STD-2/DE-STD-6 applies. In the event of Seller facility relocation or closure, Buyer’s Authorized Procurement Representative shall be notified and all records shall be provided to Buyer upon request.

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### Shipment Documentation:

1. A certificate of conformance for the critical item/characteristic restored
2. A completed inspection record as approved by the Buyer's FSCAP or CSI Control Board in the Critical Characteristic Restoration Planning Package for each critical item/characteristic restored.
3. Statement of work accomplished - including statement of what action was performed on the item (i.e. reworked, repaired, overhauled, configuration upgrade, remanufactured or replaced). If it is determined the item is to be returned to Buyer as Unserviceable, the statement of work accomplished shall state "PART RETURNED UNSERVICEABLE".
4. Items owned by the US Government (Army), Direct Commercial Sales Customers, or Foreign Military Customers, require a condition tag and label per Department of the Army Pamphlet 738-751

[https://armypubs.army.mil/epubs/DR\\_pubs/DR\\_a/pdf/web/p738\\_751.pdf](https://armypubs.army.mil/epubs/DR_pubs/DR_a/pdf/web/p738_751.pdf).

The condition tag shall be attached to the item, and condition label attached to the container in which the item is placed.