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| <p>A16 Last Revision Date 8/15/2020</p> | <p>Raw material during the term of this agreement, Seller shall procure from Boeing (or its designated service provider who will act on behalf of Boeing) all raw material of the commodity type specified on the exhibit entitled "Commodity Listing and Terms of Sale" necessary to support any order issued pursuant to this agreement. From time to time, Boeing may amend the exhibit entitled "Commodity Listing and Terms of Sale" by adding or deleting commodity types. Any such amendment shall be subject to any clause entitled "Changes", provided that Seller shall take no action to terminate its existing Supply Agreements when such termination would result in an assertion for an adjustment until the Seller has received approval from Boeing. The provision of any raw material by Boeing to Seller shall be according to Boeing's Standard Terms of Sale, a copy of which is included in the exhibit entitled "Commodity Listing and Terms of Sale". Boeing shall advise Seller of any designated service provider to be used at the time the order is issued. *****TERMS OF SALE*****</p> <p>PARTIES: The Seller is the Boeing Company, acting through its agent, TMX. The customer is a Boeing subcontractor, at any tier, who is manufacturing a product in support of a Boeing requirement. SALES: All materials to be furnished by Seller are to be within the limits and the sizes published by Seller and subject to Seller's standard tolerances for variations. Seller will warrant that all materials to be supplied will conform to the descriptions contained herein and on the face of the purchase order and that Seller will convey good title to any such materials free from any security interest, or other lien or encumbrance held by any other party and unknown to the customer. There is no warranty of merchantability or fitness and Seller will make no other express or implied warranties except as stated herein. Seller will not be liable for any incidental or consequential damages for any breach of warranty, express or implied. Seller's liability and the customer's sole and exclusive remedy will be limited at Seller's option either to (a) return of the materials and repayment of the purchase price, or (b) replacement of nonconforming materials upon return thereof to Seller. The customer shall be required to notify Seller in writing of any claim of breach of warranty and no materials shall be returned to Seller by the customer without Seller's consent. ***PAYMENT TERMS***: The following payment processes will be followed for material sold to customer by Seller. All payments shall be in United State dollars. DEBIT PROCESS: The debit process will be used in all circumstances where the customer has an account with the Seller. The amount due is the quantity shipped multiplied by the unit price, plus the price for any value added service. The amount due will be collected by the Seller's applying a debit to the customer's account. Payment is due on the Net thirtieth (30th) day from the scheduled delivery date. The debit will be applied to the Seller's account on the payment due date. If the debit amount exceeds the amount outstanding on the customer's account, the customer will remit to the Boeing Company the amount due beyond the debit payment due date. INVOICE PROCESS: The invoice process will be used for customers not currently making direct sales to Boeing and foreign countries governed by MITI laws and regulations (currently Australia, Brazil, China, India, Japan, and Korea) the amount due is the quantity shipped multiplied by the unit price, plus the price for any value added services. Payment is due on the Net thirtieth (30th) day after the date of Seller's invoice, which shall be issued on the day following the date of shipment. LATE PAMENT CHARGES: Payments due Seller representing undisputed charges for material and services that are not paid within forty-five (45) days after the date of Seller's invoice or within fifteen days after any remittance due to Seller under the debit process will be subject to a late payment charge. Such charge will be computed monthly using an annual rate of interest publicly announce by Citibank N.A. New York, New York, as its prime rate in effect on the fifteenth (15th) day of the month, as adjusted month to month, plus two percent (2%). Such rate will be applied on the basis of a 365 day year against the undisputed past due amount, commencing on the forty-sixth (46th) day (or 16th day in the debit process) after the invoice date and continuing until payment is received by Boeing. DEBIT/INVOICE DISPUTE PROCEDURE: Customer may dispute payment amounts due provided that (1) customer contacts Seller within 25 days of the date of the debit/invoice, (2) customer provides a complete reason as to the dispute. If the action is Seller's to resolve, late payment charges will not be assessed on items that are under dispute. Once a dispute has been resolved, payment terms will be Net 30 days from the date of resolution. FAILURE TO PAY: In the event customer fails to make payments when due, Seller reserves the right to assert whatever remedies it may have under law, including setoffs against amounts due from Seller to customer on other contracts. In such an event, Seller may, with respect to future orders, require full payment in advance or otherwise alter the terms of payment specified earlier. *****COMMODITY LISTING*****: Aluminum flat rolled products includes all aluminum sheet, all aluminum plate, wing plate, and body skins. Small and intermediate aluminum extrusion includes all aluminum extrusion with a ten inches circle size or less. Titanium includes all wrought and un-wrought titanium mill products.</p> |
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| <p>A17 Last Revision Date 8/15/2020</p> | <p>In performing the obligations of this agreement, both parties will comply with United States export control and sanctions laws, regulations, and orders, as they may be amended from time to time, applicable to the export and re-export of goods, software, technology, or technical data ('items') or services, including without limitation the Export Administration Regulations ('EAR'), International Traffic in Arms Regulations ('ITAR'), and regulations and orders administered by the Treasury Department's Office of Foreign Assets Control (collectively, 'Export Control Laws'). A) The party conducting the export shall be responsible for obtaining the required authorizations. B) The party conducting the re-export shall be responsible for obtaining the required authorizations. Each party shall reasonably cooperate and exercise reasonable efforts to support the other party in obtaining any necessary licenses or authorizations required to perform its obligations under this agreement. C) The party providing any items under this agreement shall, upon request, notify the other party of the items' Export Control Classification Numbers ('ECCNs') as well as the ECCN of any components or parts thereof if they are different from the ECCN of the item at issue. D) Each party represents that (i) the items, and the parts and components thereof, it is providing under this agreement are not 'defense articles' as that term is defined in 22 C.F.R Sub-Section 120.6 of the ITAR, and (ii) the services it is providing under this agreement are not 'defense services' as that term is defined in 22 C.F.R. Sub-Section 120.9 of the ITAR. The parties acknowledge that this representation means that an official capable of binding the party providing such items knows or has otherwise determined that such items, and the parts and components thereof, are not on the ITAR's Munitions List at 22 C.F.R. Sub-Section 121.1. Each party agrees to reasonably cooperate with the other in providing, upon request of the other party, documentation or other information that supports or confirms this representation. E) To the extent that such items, or any parts or components thereof, were specifically designed or modified for a military end use or end user, the party providing such items shall notify the other party of this fact and shall also provide the other party with written confirmation from the United States Department of State that such items, and all such parts or components thereof, are not subject to the jurisdiction of the ITAR. Boeing requires that the provisions/requirements set forth above be included in Seller's direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, supply chain shall mean Seller's direct network of Sellers providing material, equipment, information, and services integrated into products and services.</p> |
| <p>A56 Last Revision Date 8/15/2020</p> | <p>Seller will have the risk of loss of and responsibility for property owned by Boeing in Seller's possession. Seller will keep all such property free from liens and encumbrances and will not commingle such property with the property of Seller or others. Seller will give a status report on such property to Boeing upon Boeing's request.</p> |
| <p>A77 Last Revision Date 8/15/2020</p> | <p>This property is purchased by Boeing capital and program equipment for use directly in a manufacturing operation within the State of Washington and is exempt from Washington State and Local Sales or Use Tax; Tax Registration No. 178.005.030</p> |
| <p>A98 Last Revision Date 8/15/2020</p> | <p>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.</p> |
| <p>A99 Last Revision Date 8/15/2020</p> | <p>Seller agrees that Boeing will have the right to make copies of all technical data provided to Boeing under this contract, whether or not copyrighted for Boeing internal use only without further Boeing obligation or liability, technical data shall include but not be limited to drawings, parts lists, maintenance and training materials.</p> |

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| <p>B25 Last Revision Date 8/15/2020</p> | <p>Make no shipment against this purchase order.</p> |
| <p>B91 Last Revision Date 1/1/2023</p> | <p>Seller must provide, with each container shipped under this applicable order, an Advance Shipping Notice (ASN). For each container shipped, Seller must provide two (2) readable copies of the ASN barcode as follows:</p> <ul style="list-style-type: none"> a. One (1) copy is to be securely affixed to the outside of each container b. One (1) copy is to be loose inside each container <p>For those Sellers that do not have Exostar access, please see PO Note C65 for instructions. Non-conforming shipments are subject to rejection and repackaging at Seller's expense. Instructions and guidelines related to the ASN process can be found at the following web locations: Exostar Boeing Supply Chain Platform (BSCP): https://www.myexostar.com/?ht_kb=bscp-shipments Exostar 787 Supply Chain Management Platform (SCMP): https://www.myexostar.com/?ht_kb=boeing-787-scmp-shipments.</p> |
| <p>B100 Last Revision Date 10/1/2020</p> | <p>For all purchase contracts (PC) and purchase orders (PO), as directed by Boeing, Seller shall provide status on all purchase order delivery schedules utilizing the Boeing Open Order Tracking System (BOOTS). Seller shall validate and confirm status on all open POs that are due within the next 30 days. In addition to any other communication or coordination required by Boeing, Seller shall update BOOTS within 24 hours for any delivery that Seller suspects or knows will be late to the PO delivery date and will status all delinquent POs in BOOTS daily unless otherwise directed by Boeing.</p> |
| <p>C28 Last Revision Date 8/15/2020</p> | <p>The pack slip is the document required for receipt/payment processing. In order to facilitate processing of the receipt and subsequent payment, the following information (when applicable) must be referenced on every pack slip: 1. Seller's name, address and phone number, 2. Boeing purchase order number, 3. date parts shipped, 4. total quantity shipped and the quantity in each container, 5. part number shown on the purchase order, 6. bill-of-lading (required on direct shipments), 7. legible pack slip number, 8. description/nomenclature, 9. Boeing purchase order item number and/or position number, 10. unit of measure, 11. sold to and/or ship to as applicable, 12. warranty data and certification data as applicable, 13. Boeing non-conformance record (NCR) number (if applicable), 14. identify optional material used, if applicable (if parts are made from cast material or are welded parts that require x-ray inspection, two copies of the inspection report must be included with the parts shipped to Boeing per BSS 7041.), 15. serial number(s), as applicable.</p> |
| <p>C35 Last Revision Date 8/15/2020</p> | <p>THIS ORDER IS SUBJECT TO FORM X32411, COMMERCIAL INVOICE REQUIREMENTS FOR IMPORT INTO THE UNITED STATES. A COPY OF THIS FORM CAN BE OBTAINED AT THE FOLLOWING URL ADDRESS (WHEN ENTERING THE URL PLEASE DO SO IN LOWER CASE LETTERS ONLY): http://www.boeingsuppliers.com/X32411English.pdf The URL above provides a detailed description of the 31 unique Commercial Invoice data elements that must be included on every Commercial Invoice.</p> <p>In addition, the following provisions shall apply relating to Country of Origin marking, notwithstanding language to the contrary in the applicable contract:</p> <p>Requirement: Every article of foreign origin imported into the United States shall be marked with the country of origin in accordance with U.S. Customs regulations 19CFR134. Since all Boeing imported parts are subject to delivery to the ultimate consumer, in accordance with 19CFR134, Boeing requires marking of all foreign origin imported parts. Very limited exceptions are allowed in accordance with Customs regulations (see below). For any other exceptions, non-US suppliers must submit exception requests to the appropriate Boeing procurement agent prior to shipment, who will then forward to Global Trade Controls (GTC) Import for approval. Rubber stamp and other surface marking</p> |

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| | <p>methods, including inks, paints, and coatings, shall be used in accordance with this specification. Except where authorized in the applicable drawing/specification as part of part marking requirements, intrusive methods are not authorized. Location and part mark method shall be consistent with drawing part mark requirements, if applicable. The marking shall consist of the following, as applicable:</p> <ol style="list-style-type: none"> a. Country of Origin - The English language name of the country in which the imported article was manufactured. b. The marking must be conspicuous, legible, and permanent. c. The wording need only consist of the English language name of the country of origin such as FRANCE, CHINA, or JAPAN, unless there is also wording on the container, unit, etc. that makes reference to United States, U.S.A., and/or America. If such references are present, the country of origin marking must be a phrase such as "Made in China", "Assembled in France", "Product of Japan", placed in close proximity to the wording that makes reference to the U.S.A, and be in at least comparable size. d. Abbreviations which unmistakably indicate the name of a country, such as "Gt. Britain" or "UK" for "Great Britain" are acceptable. Variant spellings which clearly indicate the English name of the country of origin, such as "Brasil" for "Brazil" and "Italie" for "Italy" are acceptable. <p>Exceptions: The following items are not required to be marked with the Country of Origin, but the Country of Origin shall be marked on the packaging/container which ordinarily reaches the ultimate purchaser (CFR 134.22):</p> <ol style="list-style-type: none"> 1. Articles that are incapable of being marked, 19 CFR 134.32 (a): 2. Articles that cannot be marked without damage to the article, 19 CFR 134.32 (b) 3. Products of the United States, 19 CFR 134.32 (m) 4. Articles cited on the J-list, 19 CFR 134.33 <p>Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain, when shipping to Boeing in the United States.</p> |
| <p>C60 Last Revision Date 8/15/2020</p> | <p>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.</p> |
| <p>C65 Last Revision Date 8/15/2020</p> | <p>When delivering freight to The Boeing Company a Seller barcode shipping label is required on all containers shipped by the Seller. For each container shipped, the Seller must provide two (2) readable copies of the appropriate Seller barcode label as follows:</p> <ol style="list-style-type: none"> a. One (1) copy is to be securely affixed to the outside of each container. b. One (1) copy is to be loose inside each container. The Seller must affix one (1) Seller barcode label to the outside of each container and one (1) Seller barcode label inside the container. <p>The Seller barcode shipping label must be provided using one (1) of the following formats:</p> <ol style="list-style-type: none"> 1. For integrated Sellers approved to use the ASN (Advance Ship Notice) barcode label, the ASN barcode label must comply with the D37512-3 Boeing Advance Ship Notice Document and the D36001-1 Boeing Barcode Standard Document. ASN barcode labels sent through Exostar comply with these requirements. 2. For Sellers approved to use the 9-block Seller barcode, the label must comply with the D6-81628 Boeing Shipping Label, Bar-coded Preparation and Placement Document and the D36001-1 Boeing Barcode Standard Document. |

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| <p>C66 Last Revision Date 8/15/2020</p> | <p>For shipments via ocean vessel where buyer is the Importer of Record with U.S. Customs and Border Protection (CBP), the Ocean Container Clause set forth in the following link shall apply and is incorporated herein by this reference: http://www.routingguides.com/Boeing/ In the event that CBP assesses buyer with liquidated damages, fines or penalties either for failure to file the Importer Security Filing (ISF) data, or for late or inaccurate filing of the ISF data, Seller shall assist buyer with investigating and resolving the situation. Such assistance shall include but is not limited to (i) upon buyer's reasonable request, providing buyer with relevant documentation and making Seller personnel available to answer questions, and (ii) taking such corrective action as is necessary to minimize the risk of additional damages, fines or penalties.</p> |
| <p>G04 Last Revision Date 1/1/2002</p> | <p>SELLER HEREBY GRANTS TO BOEING OR BOEING'S DESIGNEE THE PARAMOUNT RIGHT TO USE EXTRUSION AND FORGING DIES AND CERTAIN PERMANENT CASTING MOLDS FABRICATED AND/OR PROCURED IN THE PERFORMANCE OF THIS PURCHASE ORDER.</p> <p>WHERE SELLER DOES NOT TAKE DELIVERY OF SPECIAL TOOLS FABRICATED AND/OR PROCURED UNDER ANY OF SELLER'S PURCHASE ORDERS, SELLER SHALL INSERT OR CAUSE TO BE INSERTED IN THE APPLICABLE PURCHASE ORDERS THE FOLLOWING PROVISION:</p> <p>"BOEING OR ITS DESIGNEE(S) IS HEREBY GRANTED THE PARAMOUNT RIGHT TO USE THE SPECIAL TOOLING FABRICATED AND/OR PROCURED HEREUNDER."</p> <p>COPIES OF SUCH PURCHASE ORDERS SHALL BE SENT TO BOEING.</p> |
| <p>G08 Last Revision Date 1/1/2002</p> | <p>QUOTE ACCOUNTABLE TOOLS AS DEFINED IN BOEING DOCUMENT D33200 (FORMERLY 1-T124, M31-24).</p> |
| <p>G09 Last Revision Date 1/1/2002</p> | <p>DESCRIPTION AND PRICE OF EACH TOOL IS REQUIRED.</p> |
| <p>G10 Last Revision Date 1/1/2002</p> | <p>FOR INFORMATION PURPOSES ONLY, A LIST OF TOOLS FABRICATED UNDER THIS ORDER WILL BE FURNISHED TO BOEING.</p> |
| <p>G60 Last Revision Date 4/1/2016</p> | <p>ALL NEW, RE-MADE, REWORKED OR REIDENTIFIED ACCOUNTABLE TOOLS, SHALL CONTAIN IN THE TOOL IDENTIFICATION A PERMANENT SERIAL NUMBER. SPECIFIC SERIAL NUMBERS WILL BE PROVIDED BY BOEING. REPORTING OF THE TOOL NUMBER AND THE APPLICABLE LIFETIME TOOL SERIAL NUMBER WILL BE DONE ON THE CERTIFIED TOOL LIST.</p> |
| <p>G61 Last Revision Date 1/1/2002</p> | <p>THE TOOLING COVERED BY THIS ORDER SHALL BE DEEMED ACCOUNTABLE TOOLS AS DEFINED IN BOEING DOCUMENT D33200 (FORMERLY M31-24), WHICH DOCUMENT AND ITS PROVISIONS ARE INCORPORATED HEREIN BY REFERENCE, AND UPON ACQUISITION OR COMPLETION OF MANUFACTURE OF SUCH ACCOUNTABLE TOOLING BY SELLER OR ITS SUBCONTRACTORS</p> |

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| | OR SUPPLIERS (SUBCONTRACTORS) AND BEFORE SAME ARE USED, SHALL BECOME THE PROPERTY OF THE BOEING COMPANY. |
| G62 Last Revision Date 4/1/2016 | THE PROVISION OF DOCUMENT D33200 (M31-24) AS TO TOOL IDENTIFICATION IS AMENDED AS FOLLOWS: SELLER SHALL, WHEN IDENTIFYING BOEING OWNERSHIP OF TOOLS BY STEEL STAMPING, ETCHING OR OTHER PERMANENT MARKING METHODS, OTHER THAN USE OF TOOL TAG UT6904, USE THE WORDS "BOEING PROP." INSTEAD AND IN LIEU OF "BCAG PROP." |
| G63 Last Revision Date 1/1/2002 | SELLER AGREES THAT BOEING MAY UNILATERALLY ASSIGN ALL OR ANY PART OF ITS RIGHTS AND OBLIGATIONS, INCLUDING ITS TITLE TO OR ANY INTEREST IN THE PROPERTY UNDER THIS ORDER, TO A SUBSIDIARY OF THE BOEING COMPANY PROVIDED THAT BOEING UNCONDITIONALLY GUARANTEES TO SELLER THAT NOTWITHSTANDING SUCH ASSIGNMENT, BOEING SHALL PERFORM OR CAUSE THE SUBSIDIARY TO PERFORM ALL OF THE AGREEMENT, DUTIES AND OBLIGATIONS IMPOSED ON BOEING BY THIS ORDER. |
| G68 Last Revision Date 1/1/2002 | SELLER ASSUMES THE RISK OF AND SHALL BE RESPONSIBLE FOR ANY LOSS THEREOF OR DAMAGE TO ALL TOOLING ORDERED HEREUNDER WHILE SUCH TOOLING IS IN SELLER'S OR ITS SUBCONTRACTORS POSSESSION AND CONTROL. |
| G69 Last Revision Date 1/1/2002 | SELLER SHALL BE RESPONSIBLE FOR ALL NORMAL REPAIR, MAINTENANCE AND REPLACEMENT OF THIS ACCOUNTABLE TOOLING. |
| G70 Last Revision Date 1/1/2002 | <p>LEGAL TITLE TO ALL ACCOUNTABLE TOOLING MANUFACTURED OR PURCHASED BY SELLER IN THE PERFORMANCE OF THIS ORDER SHALL BE RETAINED BY SELLER AS SECURITY FOR THE PAYMENT OF THE PRICE THEREOF AND RETAINED THEREAFTER UNLESS AND UNTIL BOEING SHALL REQUEST THE TRANSFER OF SUCH TOOLING TO BOEING OR ANY THIRD PARTY AS HEREINAFTER PROVIDED. SUBJECT TO THE FOLLOWING PROVISIONS OF THIS TOOLING CLAUSE, SELLER IS HEREBY AUTHORIZED TO USE SUCH TOOLING ONLY IN THE PERFORMANCE OF PURCHASE ORDERS FOR BOEING.</p> <p>BOEING MAY, AT ANY TIME, FOR ANY REASON, AND IN BOEING'S ABSOLUTE DISCRETION, REMOVE THE TOOLING FROM SELLER'S POSSESSION, OR REQUIRE SELLER TO DELIVER THE TOOLING TO BOEING OR ANY THIRD PARTY, OR DIRECT SELLER TO USE ANY SUCH TOOLING OR TAKE ANY OTHER ACTION WITH RESPECT TO SUCH TOOLING THAT COULD BE TAKEN BY THE ABSOLUTE OWNER THEREOF, INCLUDING WITHOUT LIMITATION THE POWER TO DIVEST SELLER OF</p> <p>LEGAL TITLE TO SUCH TOOLING AND TO TRANSFER SUCH TITLE TO BOEING OR TO ANY OTHER PARTY. IF ANY SUCH ACTION TAKEN BY BOEING PURSUANT TO THIS PARAGRAPH CAUSES AN INCREASE IN THE COST OF, OR THE TIME REQUIRED FOR THE PERFORMANCE OF ANY PART OF THE WORK UNDER ANY ORDER, AN EQUITABLE ADJUSTMENT SHALL BE MADE IN THE CONTRACT PRICE OR DELIVERY SCHEDULE, OR BOTH, PURSUANT TO THE CLAUSE THEREOF ENTITLED "CHANGES".</p> |
| G71 Last Revision Date 1/1/2002 | IF SELLER SUBCONTRACTS A PORTION OF THE WORK CALLED FOR UNDER ANY ORDER AND, IN THE PERFORMANCE OF SUCH ORDER, THE SUBCONTRACTOR IS REQUIRED TO MANUFACTURE OR ACQUIRE, AND USE, ACCOUNTABLE TOOLING, THE SUBCONTRACT SHALL PROVIDE THAT LEGAL TITLE TO SUCH TOOLING SHALL VEST IN THE SUBCONTRACTOR AND THE RIGHTS AND OBLIGATIONS OF SELLER, SUBCONTRACTOR AND BOEING ARE AS PROVIDED IN NOTE G70. |

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| <p>Q02 Last Revision Date 8/15/2020</p> | <p>All production pressure vessels having a shelf life of 60 months, shipped with more than 7 months expired from the latest hydrostatic test date are unacceptable. All production pressure vessels having a shelf life of 36 months, shipped with more than 6 months expired from the latest hydrostatic test date are unacceptable.</p> |
| <p>Q03 Last Revision Date 8/15/2020</p> | <p>Records and Record Retention: The Boeing Production Order shall not be used to record Supplier's processing. The Boeing Production Order (paper or electronic) shall be used to record Supplier's acceptance of quality operations. Supplier shall create an internal production order by making a copy of the Boeing Production Order or creating an internal production order based on the Boeing Production Order. When a copy of the Boeing Production Order is used, it shall be modified to remove any reference to Boeing tools and/or methods of manufacture. Supplier's tools and/or methods of manufacture shall be added to its internal production order to provide a record of manufacture. Supplier's internal production order shall be traceable to the Boeing Production Order and shall be retained at Supplier's facility for a calendar year + ten years from the date of Product shipment unless otherwise specified on the order.</p> <p>Supplier Production Record of Manufacture: Supplier's internal production order is the record of manufacture for Boeing. It also serves as Supplier's record of manufacture and Product acceptance. Supplier may make a copy of the Boeing Production Order or may produce an internal production order based on the Boeing Production Order and engineering requirements. Supplier's internal production order shall reflect Supplier's methods of manufacture and inspection. If a copy of the Boeing Production Order is used, Supplier shall delete on its internal production order any Boeing specific methods of manufacture and inspection (e.g., machine names, programming titles, inspection machines/methods, etc.) that do not reflect what Supplier will use to manufacture or inspect the Product. Supplier's internal production order shall contain the same inspection/test steps that are in the Boeing Production Order except for Coordinate Measuring Machine (CMM) operations, as described in the Special Supplier Stamping Instruction Q-Note. Supplier shall contact the Boeing MBU focal for all other inspection/test operations that cannot be performed as described in the Boeing Production Order.</p> <p>Boeing Production Record of Acceptance: The Boeing Production Order (paper or electronic, whichever is applicable) is the record of acceptance for Boeing after inspection operations are stamped by Supplier's inspection personnel. Suppliers providing Product or services shall do so in accordance with the basic steps provided in the Boeing Production Order, and included in Supplier's internal production order (see Supplier Production Record of Manufacture below). All inspections and tests shall be performed to ensure the Product meets the approved Boeing engineering requirements. If the Boeing Production Order contains Boeing-specific methods of inspection, other than CMM, that do not reflect what Supplier can or will use to inspect the Product, Supplier shall contact the Boeing MBU focal from which the Boeing Production Order originated. An exception to this rule is CMM operations as described in the Special Supplier Stamping Instruction Q07 Note. Supplier shall only indicate Product acceptance on this record in accordance with the stamping Quality Notes (ref. Q07). The Boeing Production Order pages included with the parts shall be returned with the completed Products, unless otherwise requested (e.g., one-time source acceptance facilitating direct shipment of product).</p> <p>Boeing Production Record of Acceptance - Stamping Requirements: Note: The Boeing Production Order with Supplier's quality stamp impressions (paper or electronic) is a legal document indicating Product and/or process acceptance.</p> <p>a.) D6-82479 Boeing-approved suppliers and D1-4426 Boeing-approved process suppliers shall only stamp adjacent to the inspection operation(s) certifying the operation was performed in accordance with applicable engineering specifications. Apply stamps only at indicated locations at the time the inspection/test is completed or prior to shipment. Enter the date the inspection/test was performed adjacent to all stamps applied to production records (paper records only).</p> |

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| | <p>b.) When textual entries are required within inspection operations, such approved Suppliers shall provide those entries.</p> <p>c.) Such approved Suppliers shall not stamp manufacturing operations on the Boeing Production Order or make entries in those spaces within operations designated for Boeing in-house process verification. Boeing-approved Community Manufacturing Partnership (CMP) suppliers may complete acceptance of the Boeing production order by applying acceptance to operation 999 after reviewing both the Boeing work order and the Suppliers internal production order for completeness and accuracy. The following criteria must be met prior to CMP Suppliers completing acceptance to the Boeing work order: All requirements of the Q03 Note have been met. All operations on the Suppliers internal production order as well as the Boeing production order are complete and the order is ready for shipment.</p> <p>d.) Stamp impressions placed in error or textual errors (wrong date, wrong part quantity, wrong information, etc.) by Supplier shall be voided: Paper actions: This shall be accomplished by drawing a single line through the stamp impression or text and printing the word "VOID" next to the voided impression or text. The reason for every void shall be printed on the back of the page where it occurred (example: "Stamp placed in wrong location.") and Supplier's personnel who performed the void shall print, sign and date adjacent to the void.</p> <p>Electronic actions: This shall be accomplished by following the stamp removal process in the electronic system. Perform this task by selecting/mouse clicking on applied stamp, selecting the appropriate remove acceptance statement, and then providing an adequate and accurate statement of why the stamp is being removed, and clicking the appropriate return/save buttons to apply.</p> <p>e.) Suppliers not approved pursuant to D6-82479 shall adhere to all requirements established for approved suppliers. Additionally, such non-approved Suppliers shall provide a copy of their Record of Manufacture with the Boeing Production Order and the Products</p> <p>Note: Fabrication inspectors will contact Suppliers when paper work errors are found on the Boeing Production Order.</p> <p>Note: In special cases (applicable to paper transactions only), where Supplier does not use inspection stamps, Supplier may print its name, its inspector's last name, identification number (if assigned), and then sign and date adjacent to the inspection operation.</p> <p>Boeing Production Record of Acceptance - Completed Products Identification Requirements: Note: The following requirements apply to Products that are returned to Boeing that have been manufactured and/or processed by Suppliers.</p> <p>a.) Identify (stamp) details and assemblies in accordance with engineering and BAC-5307 requirements.</p> <p>b.) Identification shall include the engineering/manufacturing engineering configuration (part number), shop floor control/production order number, or traceability number, six-digit vendor (supplier) code, and the date of manufacture.</p> <p>c.) Parts too small to mark may be bagged or tagged per engineering requirements BAC-5307.</p> |
| <p>Q07 Last Revision Date 8/15/2020</p> | <p>Special supplier stamping instructions for the Boeing Production Record of Acceptance Note: Applies to operations with Coordinate Measuring Machine (CMM) operations.</p> <p>a.) If bench and CMM operations exist and Supplier does not use a CMM for Product inspection, Supplier's quality inspector will inspect all features at the bench and shall stamp/date the bench operation. Supplier's quality inspector shall also stamp/date the CMM operation and write "See Over" next to the CMM acceptance stamp. A statement is then written on the back of the page stating, "Full inspection performed; CMM not required." Supplier's quality inspector then places another stamp impression and the date next to the statement.</p> |

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| | <p>b.) If only a CMM operation exists and Supplier does not use a CMM for Product inspection and there is no bench inspection operation, Supplier's quality inspector will inspect all features at the bench and shall stamp/date the CMM operation and write "See Over" next to the CMM acceptance stamp. A statement is then written on the back of the page stating, "Full inspection performed; CMM not required." Supplier's quality inspector then places another stamp impression and the date next to the statement.</p> <p>Note: In cases where a CMM operation exists and the supplier possesses and utilizes a CMM, normal supplier Quality stamping practices shall be followed.</p> |
| <p>Q09 Last Revision Date 7/1/2023</p> | <p>Seller shall maintain, and have available on a timely basis, quality records traceable to the conformance of product/part numbers delivered to Boeing. Seller shall make records available to regulatory authorities and Boeing's authorized representatives. Seller shall retain such records for calendar year + 10 years from the date of shipment under each applicable order for all product/part numbers unless otherwise specified on the order.</p> <p>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.</p> <p>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.</p> |
| <p>Q13 Last Revision Date 7/1/2023</p> | <p>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.</p> <p>OR</p> <p>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:</p> <ol style="list-style-type: none"> 1. Block 11 status is identified as 'NEW' <p>AND</p> <ol style="list-style-type: none"> 2. Block 12 titled 'REMARKS' contains a statement certifying the seller's quality assurance department has inspected the parts. <p>AND</p> <ol style="list-style-type: none"> 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. <p>AND</p> <ol style="list-style-type: none"> 4. Block 13a 'Certifies that the items identified above were manufactured in conformity to: Approved design data and are in condition for safe operation.' <p>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.</p> |

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| <p>Q14 Last Revision Date 8/15/2020</p> | <p>Supplier has been granted inspection delegation authority.</p> |
| <p>Q21 Last Revision Date 1/1/2024</p> | <p>BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS FOR SUPPLIERS, APPENDIX A, AND ADDENDUM 1 Seller is required to maintain a quality system in conformance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers", Appendix A, Quality Management Systems - Requirements for Aviation, Space and Defense Organizations and Addendum 1, Variation Management of Key Characteristics and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document, appendix and addenda are incorporated herein and made a part hereof by this reference. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system meets the requirements as set forth herein. A copy of Buyer's document D6-82479, including all appendices and addenda can be obtained at the following URL address: http://www.boeingsuppliers.com/</p> |
| <p>Q23 Last Revision Date 1/1/2024</p> | <p>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/</p> |
| <p>Q29 Last Revision Date 1/1/2024</p> | <p>A. Boeing Form X31764</p> <ol style="list-style-type: none"> 1. Seller shall comply with the requirements of Form X31764 "Boeing Quality Purchasing Data Requirements". To ensure Seller is performing to the latest Boeing Form X31764, Seller shall access this form by selecting "Supplier Quality" from the menu bar and "Other Quality Requirements" of "Doing Business with Boeing" home page located at the following URL address: http://www.boeingsuppliers.com/. When entering the URL, use lower case letters only. Seller shall be responsible for regularly monitoring (minimum quarterly) the URL to ensure that Seller is in compliance with the latest revision of Form X31764. 2. Form X31764 identifies the sections, sub-sections, and applicable items the Seller shall evaluate for flow-down to its Supply Chain. If the Seller determines the item is not applicable, due to the complexity of the item being procured, they shall retain documented information to justify this decision. 3. For purposes of this PO Note, "Supply Chain" means Seller's complete network of material, equipment, information, and services integrated into deliverable products and services provided to Seller by Seller's direct first tier supply contracts and Seller's sub-tier or lower tier supply contracts as applicable based on the product requirements being procured. <p>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.</p> |

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| | <p>C. PO Note Management Requirements</p> <p>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".</p> <p>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.</p> <p>3. The latest PO Note revision identified by the BPN Supplier Portal is effective, and therefore applicable to the Boeing Order as of the revision date of the PO Note, unless otherwise agreed to in writing by the parties for the applicable Order.</p> <p>4. If Seller does not have BPN Supplier Portal access, Seller shall contact the Boeing Procurement Representative and request the latest PO Note text by specifying the applicable PO Note code number. Seller shall make such requests quarterly by the dates specified in above paragraph "2". Upon receipt of such request, Boeing will provide the applicable PO Note full text to Seller.</p> |
| <p>Q32 Last Revision Date 10/1/2020</p> | <p>Enclose objective evidence (I.E. Certified metallurgical or physical test reports, where required by controlling specifications), along with dimensional data and functional test data, as applicable, with the first shipment only of drop shipped product to another Boeing supplier. Enclose the recorded/required data on appropriate first article inspection report/forms.</p> |
| <p>Q33 Last Revision Date 1/1/2024</p> | <p>BOEING QUALITY MANAGEMENT SYSTEM REQUIREMENTS, APPENDIX D</p> <p>Seller is required to maintain a quality system in compliance with Buyer's document D6-82479, "Boeing Quality Management System Requirements for Suppliers" and Appendix D, Quality Management Systems - Requirements For Aviation, Space And Defense Distributors and requirements for Boeing Recognition of Aviation, Space and Defense Quality Management System Accredited Certification/Registration to such document as each may be amended from time to time. Such document and appendix are incorporated herein and made a part hereof by this reference.</p> <p>Buyer reserves the right to conduct surveillance at Seller's facility to make final determination that Seller's quality system meets the requirements as set forth herein.</p> <p>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/</p> |
| <p>Q60 Last Revision Date 10/1/2020</p> | <p>The Seller shall include with each shipment two copies of the results of the lot, batch or item acceptance tests required by the applicable specification. Test reports shall include control identity (e.g., heat, lot, batch, serial number) of material/item tested, actual values when applicable, and shall be signed by the Sellers authorized agent. The report shall establish the quantity of material/items associated with each traceability number shipped. Place one copy with the shipping documentation and one copy on the inside of the shipping container.</p> |

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| <p>Q110 Last Revision Date 8/15/2020</p> | <p>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.</p> <p>"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."</p> <p>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.</p> |
| <p>R08 Last Revision Date 8/15/2020</p> | <p>All composite raw materials listed in D1-4426, "Boeing Approved Process Sources" Shall be shipped or manufactured by sources specified therein. All metallic raw materials listed in D1-4426, "Boeing Approved Process Sources" Shall be supplied by sources therein or a United States source. If you are not presently on distribution for the document, a copy may be obtained by contacting the procurement representative whose name appears on the face of this order.</p> |
| <p>R59 Last Revision Date 8/15/2020</p> | <p>Supplier will use D1-4426, "Boeing Approved Process Sources", and furnish test reports and processor certification with each shipment.</p> |
| <p>S01 Last Revision Date 7/1/2023</p> | <p>Work under this order is subject to Boeing surveillance at supplier's plant. Boeing quality control representative may elect to conduct inspection either on a random basis or to the extent of 100 percent inspection. Supplier will be notified if Boeing inspections is to be conducted on specific shipments. No shipments are to be held for Boeing inspection unless notification is received prior to, or a time of, material being ready for shipment.</p> |
| <p>S09 Last Revision Date 8/15/2020</p> | <p>FAA and/or Foreign Civil Airworthiness Authority (FCAA) conformity inspection and certification is required for items procured on this purchase document. Unless otherwise indicated, Seller shall contact an authorized Boeing ODA delegated manufacturing and maintenance unit member or the local FAA/FCAA representative for inspection and certification.</p> <p>Unless otherwise indicated, the conformity inspection shall be performed at the Seller or subcontractors point of manufacture as deemed necessary to verify product conformance to type design.</p> <p>Seller shall include the original FAA form 8130-3 with the shipment. Foreign government equivalents to FAA form 8130-3 are acceptable for imported product.</p> <p>For a Seller located in a country without a United States Bilateral airworthiness agreement, the FAA may elect to conduct the inspection in accordance with paragraph 2 above, or upon arrival of the product in the U.S.</p> |
| <p>S56 Last Revision Date 8/15/2020</p> | <p>For Engineering inspection only. No receiving inspection required.</p> |

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| S57 Last Revision Date 8/15/2020 | Test use only *****. (Contact, i.e. Eng. Group Name, Phone, LTPR/TPPR/PR Number and Test Category)*****. |
| S68 Last Revision Date 8/15/2020 | <p>Representatives of Boeing and/or the Federal Aviation Administration (if Non Domestic, Boeing and/or the Federal Aviation Administration and/or equivalent Foreign Civil Aviation Authorities) may inspect and evaluate Seller's facilities' systems, data, equipment, personnel and all completed articles manufactured for installation on Boeing commercial production airplanes. Right of entry/access includes meeting the requirements of the FAA and/or applicable equivalent Foreign Aviation Authorities to perform oversight of the facility.</p> <p>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.</p> |
| S74 Last Revision Date 8/15/2020 | Work performed under orders subject to this agreement which involve CAD/CAM will be subject to Buyer's Control Document D6-51991, 'BCAG Quality Assurance Standards Reflecting Digital Product Definition for Boeing Suppliers.' |
| S78 Last Revision Date 8/15/2020 | <p>Parts returned to the supplier under this order for rework/repair will be accompanied by proof of supplier's inspection acceptance when resubmitted to Boeing. When No fault is found by the supplier for Non-Conforming product(s), the order will be accompanied by proof of supplier's test data and inspection acceptance. Resubmitted parts will also be accompanied by a copy of or reference to the applicable Boeing Non-Conformance document(s).</p> <p>Boeing requires that the provisions/requirements set forth above be included in Sellers direct supply contracts as well as the obligation that they be flowed to the sub-tier supply chain. For purposes of this note, Supply Chain means Seller's direct network of suppliers providing material, equipment, information, and services integrated into products and services.</p> |
| T22 Last Revision Date 8/15/2020 | Manufacturer of parts to be shown on packing sheets. |
| T27 Last Revision Date 8/15/2020 | Returnable containers will be furnished and maintained by Boeing. |
| T38 Last Revision Date 8/15/2020 | Registration, Evaluation and Authorization of Chemicals (REACH) compliance: If raw materials, parts or assemblies contain Substances of Very High Concern (SVHCs) as prescribed by EU directive EC No. 1907/2006, Registration, Evaluation and Authorization of Chemicals, identification shall be included with the shipment. This identification should list the SVHC-designated chemicals present in the purchased article and the conditions under which handling precautions should be taken. |
| T86 Last Revision Date 8/15/2020 | Apply marking on exterior of carton identifying the hydrostatic test date, manufacturing date and serial number of all pressure vessels and/or manufacturing date of all explosive devices contained within and transported to The Boeing Company. |

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| <p>T88 Last Revision Date 10/1/2019</p> | <p>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.</p> <p>Seller shall label shipping or storage containers of ozone - depleting substance and products that contain or are manufactured with ozone-depleting substances in the manner and to the extent required by 42 U.S.C. 7671j (b), (c), and (d) and 40 CFR Part 82, Subpart E, as applicable: Warning Contains * _____, a substance(s) which harm(s) public health and environment by destroying ozone in the upper atmosphere.</p> <p>Warning Manufactured with * _____, a substance(s) which harm(s) public health and environment by destroying ozone in the upper atmosphere.</p> <p>* Seller shall insert the name of the relevant substance(s).</p> <p>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.</p> |
| <p>T89 Last Revision Date 10/1/2019</p> | <p>For Material, part, assembly, unit or other aircraft hardware (hereafter referred to as 'Product') returned for rework as the result of a supplier generated Notification of Escapement (NOE) or Expanded Scope SQIS RCCA record supplier shall: 1) When nonconformance rework is not measurable or visible after completion of rework, ensure Product(s) are identified with a distinctive marking method to identify that Product has been reworked by supplier to resolve the NOE or Expanded Scope nonconformance when responding to a Corrective Action RCCA required SQIS record. Marking method shall be mutually agreed to by Boeing Material Review Board (MRB) and supplier to minimize cost and disruption, and may vary due to Product size, available space on Product, and airplane installation location. Agreed to marking method shall be identified by the supplier on the relevant NOE or Expanded Scope SQIS RCCA record. 2) Ensure pack slip document states that Product has been reworked under all relevant NOEs, including the applicable NOE numbers. For SQIS RCCA Expanded Scope, include the applicable Nonconformance record (NC) number(s).</p> |
| <p>U102 Last Revision Date 1/1/2024</p> | <p>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).</p> <p>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:</p> <ul style="list-style-type: none"> - Overall Size (WxL): No smaller than 2-3/8" x 4-3/4" - Color: Red - Type/Grade: Tagstock, no smaller than 10 PT - Punch: <ul style="list-style-type: none"> --Quantity 1 --Diameter, 3/16" --Double Side Grommet reinforcement - Language: English - Font Color: Black |

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| | <ul style="list-style-type: none"> --Shall contain the following title 'Defective Part Tag' - Shall contain the following information: <ul style="list-style-type: none"> --Part Number --Part Name --Nonconformance number --Date - Fastener Type: Wire or Zip tie <ul style="list-style-type: none"> --Wire: No smaller than 26 gauge wire --Zip Tie: No smaller than 0.10" thickness |
| <p>U103 Last Revision Date 7/1/2023</p> | <p>The supplier Acceptance Test Procedure (ATP) is intended to provide reasonable assurance that a NEW part/component meets the minimum requirements for fit, form and function for its intended use. The ATP is insufficient as a standalone investigation tool for a specific documented nonconformance, unless a step within the ATP specifically accounts for/tests for the identified nonconformance.</p> <p>Supplier investigation of documented NON-CONFORMING product(s) shall lead the supplier to "eliminate the cause(s) of the nonconformity, in order that it does not recur or occur elsewhere" (QMS AS9100) or produce evidence that the supplier is not at fault.</p> |
| <p>U40 Last Revision Date 7/1/2023</p> | <p>BOEING ESCAPEMENT NOTIFICATION FOR NONCONFORMANCE (Section 1) AND NONCOMPLIANCE (Section 2).</p> <p>SECTION 1 NONCONFORMANCE: NOTIFICATION OF ESCAPEMENT (NOE) PROCESS</p> <p>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.**</p> <p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 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). <p>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.</p> <p>Seller shall conduct an investigation to confirm and identify if a nonconformance exist or is suspected to exist.</p> <p>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.</p> |

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

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

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

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

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

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

Flow down

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

References

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

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

SECTION 2 NONCOMPLIANCE: DESIGN ESCAPEMENT NOTIFICATION (DEN)

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

For the purposes of this writing noncompliance applies as follows:

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

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

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

The Boeing notification shall include:

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

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

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

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

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

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

Flow down

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

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

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

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| U52 Last Revision Date 8/15/2020 | This order covers the reconditioning of material rejected on Boeing Non-Conformance Record (NCR) or rejection tag no.(s): |
| U78 Last Revision Date 8/15/2020 | A casting or forging test report, identified by purchase order number will be included with the packing sheet in accordance with specification. A copy will be mailed to Boeing's procurement representative attention on or before day of each shipment. Latest engineering drawing revision number including ADCNS incorporated in the casting or forging will be noted on the test report. |
| W001 Last Revision Date 1/1/2015 | <p>A) Goods and Services Tax (GST) / Harmonized Sales Tax (HST) - Extra All Canadian registered Sellers of taxable supplies of goods and services, except zero rated supplies, within the Canadian border shall (1) use separate line items for the applicable taxes so that the GST/HST is recorded clearly and separately and (2) display GST/HST registration number(s) on all invoices.</p> <p>All Canadian non-GST/HST registered Sellers shall declare themselves as being non-registered Sellers.</p> <p>B) Goods and Services (GST) / Harmonized Sales Tax (HST) - Special All non-Canadian registered Sellers of non-exempt goods and services outside of Canadian borders shall allow for GST/HST to be collected by Canada Customs under the authority of The Customs Act by displaying on invoices "GST/HST to be collected by Canada Customs".</p> |
| W003 Last Revision Date 1/1/2015 | This Purchase Order may be subject to Canada Revenue Agency Regulation 105 "Non-Resident Withholding Tax". More information on rendering services in Canada is available from the Canada Revenue website at http://www.cra-arc.gc.ca . |
| W005 Last Revision Date 1/1/2021 | <p>Invoice payment requirements: Payments - payments are made from "original" invoices only. Fax copies, copies of invoice and manually altered invoices or statements are not acceptable and will be rejected. A submission of "Duplicate original" invoices are not permitted without prior approval from Buyer's Authorized Procurement Representative or Accounts Payable. Payment Terms - determination of payment due date, whether under net or discount terms, will be based on the latest of (i) the date goods are received or services performed; (ii) the date provided in this contract for receipt of goods or completion of services; or (iii) the date an accurate invoice is received in accounts payable, unless otherwise agreed in writing. Payments are not scheduled based upon the date of the invoice. Payment shall be deemed made on the date of the check issued or payment is otherwise tendered.</p> <p>A. Invoice submittal process: The following shall apply: Email Electronic PDF Invoice submittal. The following guidelines apply to this invoicing process and any non-compliance may result in delay of payment: The Seller must:</p> <ol style="list-style-type: none"> 1. Submit the invoice and any required supporting documentation in adobe *.pdf format ONLY in accordance to the requirements set forth in Section B of the purchase order note. 2. Invoice must be addressed to BCWAccountsPayable@boeing.com. 3. Invoice must be clearly marked with the statement "Original" or "Certified Original" 4. Only ONE (1) invoice shall be attached to an electronic submittal. (e.g. three separate invoices would require three separate emails) |

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| | <p>5. Submit invoice only one time. Multiple submissions of the same invoice may delay payment due to the administrative effort to verify and discard the duplicates. The Seller must NOT:</p> <ol style="list-style-type: none"> 1. Mail invoices directly to the AP processor 2. Submit invoices that were already submitted through auto-pay or E-Invoicing. 3. Attach multiple invoices to one electronic submittal. 4. Submit a paper invoice to AP in addition to the electronic invoice 5. Submit an invoice unless a contract or Purchase Order exists that covers the specific scope of work invoiced 6. Submit payment/invoicing inquiries to the invoice submittal mailbox BCWAccountsPayable@boeing.com. This email address is for invoice submittal only. <p>General Information: Due to the volume of invoice submittals, it is not practical to provide a receipt confirmation of an invoice submittal. If you receive an error message or non-deliverable message, it is recommended that you resubmit the invoice. Only with justification will a Seller be permitted to submit hardcopy invoices. To obtain approval to submit hardcopy invoices, you must submit a request with justification to the local email address WPGPAYABLES@BOEING.COM; and if the justification is valid, you will receive a response of approval. Hardcopy invoices submitted without approval will be rejected and will delay payment. NOTE: For payment inquiries, please contact Accounts Payable at the following email address: WPGPAYABLES@BOEING.COM</p> <p>B. Invoice Requirements - All invoices must contain the following information.</p> <ol style="list-style-type: none"> 1. The name and address of the supplier, which must match the name and address on the purchase contract, purchase order or release. 2. Unique Invoice number 3. Invoice date 4. Boeing purchase contract number, purchase order number or release. Only one reference is permitted per invoice 5. Boeing purchase contract line item number(s) and description of item included on the invoice. 6. Quantity invoiced, which must equal quantity shipped and cannot exceed the quantity ordered. 7. Unit of Measure. 8. Unit Price, which must agree with the purchase contract, purchase order or release unit price. 9. Extended unit price. Each Boeing purchase contract line items must be subtotaled individually before tax, freight or any additional charges, if any. 10. Each invoice must include a grand total of all charges on the invoice. 11. Payment terms must agree with the purchase contract payment terms. 12. Shipping information, which includes shipment number (i.e. waybill number, air bill number etc.), date of shipment and freight carrier. 13. Remittance name and address. Name must agree with the company name on the Purchase Contract, Purchase Order or Release. Name, title and contact information, include email, phone and mailing address of the person to notify regarding a defective invoice. |
| <p>W101 Last Revision Date 8/15/2019</p> | <p>Fabricate complete per latest engineering revision contained within Keep Up To Date (KUTD) and in accordance with any text instructions documented in the 'Fabrication Instructions' operation of the Outside Production Specification Plan (OPSP). If the OPSP lists a lower engineering document revision level than is in KUTD, suppliers are to use the most current revision. In the event where an engineering document revision change directly impacts the fabrication instructions; deeming them contradictory, unclear or unachievable, suppliers are to contact the Boeing Procurement Agent for instructions</p> |

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| W102 Last Revision Date 1/1/2015 | Seller may be charged for all Boeing-incurred costs as a result of product found to be unacceptable when inspected to the requirements called out on the OPSP, Advanced Drawing Change Notice (ADCN) and applicable engineering requirements. At the discretion of the Boeing Procurement Representative, where Boeing's production schedule does not allow return of defective product/material for rework, Seller shall be charged the current hourly wrap rate to cover costs of reworking any nonconformity of product into an acceptable condition at Boeing's facility. |
| W201 Last Revision Date 8/15/2020 | Product that deviates from drawing, engineering specification or OPSP requirements must be rejected and dispositioned by a Boeing Approved Material Review Board (MRB) representative. Sellers that do not have Boeing MRB approval must submit Supplier Notifications of Nonconformance (SNNs) to Boeing Procurement Representative and BCW Supplier Quality group at WPGPQA@boeing.com and ensure completion prior to shipment. All SNN numbers must be listed on the Certificate of Conformance and the product, adjacent to part identification. Copies of completed rejection tags with SQ buy-off are to be included with the shipment. Shipments of product or material controlled by an open SNN must be in single increments unless otherwise approved. A copy of the SNN must accompany the shipment and product must be shipped in a separate container. |
| W202 Last Revision Date 1/1/2015 | A First Article Inspection (FAI) report must be completed per AS/EN/SJAC 9102 requirements. On-site source inspection of the first production order will be required. Follow-on orders may be source inspected at the discretion of Boeing. In the event of a rejection, a delta FAI report will be required on the next lot manufactured for those characteristics found to be non-conforming. The Boeing Procurement Agent must be notified of the completion schedule. |
| W203 Last Revision Date 1/1/2015 | Boeing source inspection and acceptance of all Product is required prior to shipment. Adequate notice of shipment is required to allow proper coordination of travel. |
| W204 Last Revision Date 1/1/2015 | Supplier of parts with Specification Control Drawing (SCD) engineering is to include the latest design drawings for the product and show evidence of Boeing approval of the design with the first shipment, as well as after each revision. Supplier shall also provide the latest design drawings at any time upon request of the Boeing Procurement representative. |
| W205 Last Revision Date 1/1/2015 | All Standards purchased to meet SOS, rework, spare, or AOG requirements require, as per D-590, a Certificate of Conformance showing manufacturer/distributor, batch number, lot number, Boeing identification and a specific description of the fasteners/standard. |
| W206 Last Revision Date 1/1/2015 | All time-sensitive materials shall have a minimum shelf life as specified on the applicable Boeing agreement or specification. If a minimum shelf life has not been specified, product shall have at least three months of remaining shelf life from the date of delivery, unless specifically authorized by the Boeing Procurement representative. |
| W207 Last Revision Date 1/1/2015 | Calibration and certification of measurement and test equipment must meet the following requirements: <ol style="list-style-type: none"> 1. Calibration is performed to a documented method or procedure. 2. Calibration is performed with certified equipment traceable to the National Research Council of Canada (NRC) or the United States National Institute of Standard Technology (NIST). Where no such standards exist, the basis used for calibration is to be documented. 3. Appropriate environmental controls are maintained to the extent necessary to ensure valid measurements. When necessary, apply compensating corrections to the measurement data. 4. The Certificate of Calibration is to include: |

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| | <p>(a) the name and signature of the technician performing the calibration;</p> <p>(b) the name and serial number of the equipment;</p> <p>(c) the name of the manufacturer;</p> <p>(d) the date of certification;</p> <p>(e) the calibration method or procedure number;</p> <p>(f) equipment tolerances;</p> <p>(g) traceable standards used; and</p> <p>(h) the result of the calibration. This includes a statement of any repair or adjustments made. If no adjustments or repairs were necessary, then the actual instrument tolerance should be indicated.</p> |
| <p>W208 Last Revision Date 10/1/2015</p> | <p>Change Process Requests for All Airplane Programs Supplier must submit change requests to the Boeing Procurement Agent using Boeing Winnipeg Form #5082 "Problem Opportunity Form"</p> |
| <p>W209 Last Revision Date 1/1/2015</p> | <p>787 Global Collaboration Environment (GCE) Seller and its supply chain shall comply with the most recent revision of Boeing Document D061Z001-01 "System Integration Processes and Tools - 787 Global Collaboration Environment - Process, Computing, and Training Responsibilities" as may be revised from time to time.</p> |
| <p>W210 Last Revision Date 1/1/2021</p> | <p>787 Data Requirements for Drop Shipments of Serialized Parts Seller shall provide data requirements for products that have components that serialization (as defined by engineering), delivered on behalf of Boeing Winnipeg to a non-Winnipeg address, by completing Boeing Winnipeg Form #5319 and forwarding to Boeing Winnipeg prior to shipment as instructed by the Boeing Procurement Agent. Each serialized part shall be listed on its own form.</p> |
| <p>W211 Last Revision Date 1/1/2015</p> | <p>787 Data Requirements for Drop Shipments of Time and Temperature Sensitive Materials Seller shall provide data requirements for products that have components which are sensitive to time and temperature (as defined by engineering), delivered on behalf of Boeing Winnipeg to a non-Winnipeg address, by completing Boeing Winnipeg Form #5320 and forwarding to Boeing Winnipeg prior to shipment as instructed by the Boeing Procurement Agent.</p> |
| <p>W212 Last Revision Date 1/1/2015</p> | <p>787 Data Requirements for Drop Shipments of Hazardous Materials/Articles Seller shall provide data requirements for products containing hazardous materials (as defined by engineering), delivered on behalf of Boeing Winnipeg to a non-Winnipeg address, by completing Boeing Winnipeg Form #5321 and forwarding to Boeing Winnipeg prior to shipment as instructed by the Boeing Procurement Agent.</p> |
| <p>W213 Last Revision Date 1/1/2015</p> | <p>787 Data Requirements for Drop Shipments of Product with Variation Management Seller shall provide data requirements for products that have baseline measurement data or key characteristic measurement data (as defined by engineering), delivered on behalf of Boeing Winnipeg to a non-Winnipeg address, by completing Boeing Winnipeg Form #5322 and forwarding to Boeing Winnipeg prior to shipment as instructed by the Boeing Procurement Agent. Each part shall be listed on its own form.</p> |
| <p>W214 Last Revision Date 2/26.2018</p> | <p>787 Drop Ship Advanced Shipping Notification and Approval For Sellers shipping 787 products on behalf of Boeing Winnipeg to a non-Winnipeg address, Seller shall obtain an authorization number prior to shipment and obtain and apply bar code labels supplied by Boeing Winnipeg. The Seller shall request authorization by completing Boeing Winnipeg Form#5312 and forwarding to Boeing Winnipeg as instructed by the Boeing Procurement Agent.</p> |

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| W215 Last Revision Date 1/1/2015 | Time and temperature recorders are to be positioned within the shipment in accordance with Boeing Material Standard BSS-7061 "Requirements for Time and Temperature recorders used with Time and Temperature Sensitive (TATS) Materials". |
| W216 Last Revision Date 1/23/2015 | 787 Designated Parts Seller shall adhere to the instructions/requirements of Boeing Document D6-17781 for product identified in the engineering dataset to be produced in accordance with D6-17781. Approval of initial or revised manufacturing plan(s) shall be coordinated through the Boeing Procurement Agent. |
| W217 Last Revision Date 1/23/2015 | 787 Serialized Parts Seller shall apply serial numbers in sequential order to product requiring serialization as defined by engineering. The specific format of serialized numbers shall be communicated by the Boeing Procurement Agent. |
| W218 Last Revision Date 10/1/2016 | Seller shall provide manufacturing or distribution traceability with a batch, lot or trace number, whichever is applicable, on the Certificate of Conformance document. The batch, lot or trace number must be 10 digits or less. Under no circumstances can the batch, lot or trace number exceed 10 digits. Non-adherence to this requirement can cause a non-conformance. |
| W219 Last Revision Date 10/1/2016 | Seller receiving Purchase Order(s) (PO) via the Exostar application shall provide a batch traceability number in the Shipment / Advanced Shipment Notice (ASN) of Exostar for all the materials supplied. Under no circumstances can the batch traceability number exceed 10 digits. Non-adherence to this requirement can cause a non-conformance. |
| W220 Last Revision Date 10/1/2016 | Seller receiving Purchase Order(s) (PO) via the Exostar application shall provide a serial number in the Shipment / Advanced Shipment Notice (ASN) of Exostar for the serialized materials supplied. Under no circumstances can the serial number exceed 18 digits. Non-adherence to this requirement can cause a non-conformance. |
| W301 Last Revision Date 1/1/2015 | Export Requirement for Drop Shipments to the United States Sellers drop shipping products on behalf of Boeing Canada Operations Ltd. to the USA shall (1) Add the following statement to customs documents for each shipment: IMPORTER OF RECORD: THE BOEING COMPANY E.I.N. 91-0425694AP (2) Follow the shipment routing instructions located at http://boeingsuppliers.com/supplier_portal/sri.html . For ground shipments greater than 150 lbs, use Boeing Domestic shipment routing instructions. For all other shipment types, use Boeing International shipment routing instructions. |
| W302 Last Revision Date 1/23/2015 | Seller shall refer to Boeing Winnipeg Doc-0106 for governing shipping instructions unless instructed otherwise by the Boeing Winnipeg Supply Chain Focal. |

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| W303 Last Revision Date 1/1/2015 | For Sellers shipping product on behalf of Boeing Winnipeg to a non-Winnipeg address, Seller shall include both the BCA and BCW Purchase Order Numbers, Position Numbers and Line Numbers on all documentation. |
| W304 Last Revision Date 1/23/2015 | Seller shall notify the Boeing Winnipeg Supply Chain Focal by e-mail and/or telephone on day of shipment, providing air bill number, flight number, number and weight of containers as well as any other data pertinent to tracing the shipment. |
| W305 Last Revision Date 1/1/2015 | One packing sheet shall be affixed to the outside of the box and one packing sheet shall be affixed to the assembly directly. |
| W306 Last Revision Date 4/15/2018 | <p>Advance Shipping Notice (ASN) & PACKING SLIP REQUIREMENTS ON EXOSTAR</p> <p>Seller receiving Purchase Order(s) (PO) via the Exostar application shall provide a packing slip number into 'Packing Slip Number' field of Shipment / Advanced Shipment Notice (ASN) of Exostar for all the materials supplied. Under no circumstances can the packing slip number exceed 25 digits. Each ASN to have one packing slip number.</p> |
| W401 Last Revision Date 1/1/2015 | Seller shall supply Material Safety Data Sheets (MSDS) that comply with the Hazardous Products Act of Canada and the Workplace Hazardous Materials Information System (WHMIS). Seller must ensure that the MSDS provided are the most current MSDS available. MSDS and a safe use plan shall be submitted to Boeing for approval prior to use. MSDS and safe use plans can be emailed to wpgehs@boeing.com . |
| W402 Last Revision Date 1/1/2015 | <p>Seller shall provide the Boeing on-site activity focal with a contractor safety plan for all on-site work. This plan must be reviewed and approved by Boeing prior to the commencement of on-site work by the Seller.</p> <p>Seller agrees that Seller is responsible for compliance with all safety, health, and environmental requirements in accordance with all municipal, provincial and federal laws, regulations or similar instruments as well as Boeing policies and procedures. Seller shall provide their employees with approved personal protection equipment appropriate for the level of hazard. Seller shall ensure that any employee operating equipment shall be qualified to the statutory requirements for that equipment and have a valid operator's license or certification for that equipment, if such exists.</p> <p>The provisions of this clause apply to any subcontractors which Seller employs for performance of this order. Seller is responsible for ensuring that their subcontractors meet and follow these same requirements.</p> |
| W403 Last Revision Date 1/1/2015 | Any employee or subcontractor employee of Seller not adhering to all safety, environmental and health requirements will be instructed to immediately cease work and report to their supervisor and the Boeing on-site activity focal responsible for the work being performed prior to continuing their duties under the contract. |

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| <p>W404 Last Revision Date 1/1/2015</p> | <p>Any Seller providing radiographic services including but not limited to x-ray, ultrasonic, or magnetic particle services must be certified for such specified test methods to Canadian Government Specification Board (CGSB) and/or American Standard National Testing Certificate IA (ASNTCIA). All licensing and certification validity shall be ensured by the Seller and proof of such certification and licensing may be, at the discretion of Boeing, required as a condition of any work statement or contract at this facility.</p> |
| <p>W405 Last Revision Date 1/1/2015</p> | <p>All work on systems/equipment that contain or potentially contain stored energy sources (i.e. electricity, compressed air, steam, gas, hydraulics, mechanical energy, vacuum, chemical) shall be controlled through lockout tag-tryout procedures that are consistent with industry standards, applicable legislation and Boeing policies/procedures. Sellers acquiring the services of subcontractors must ensure their subcontractors meet and follow the same requirements.</p> |
| <p>W501 Last Revision Date 1/1/2015</p> | <p>The identification of Boeing-Owned Tools shall meet the requirements of Boeing Tooling Documents D33200-1 and D33181-40. Serial Number(s) will be supplied as required by the Boeing Procurement Agent.</p> |
| <p>W502 Last Revision Date 1/1/2021</p> | <p>Tooling Fabrication Terms and Conditions (to support Supplier Tooling Requirements)</p> <ol style="list-style-type: none"> 1. TITLE. Legal title to all accountable Tooling manufactured or purchased by Seller in performance of this Purchase Order shall be retained by Seller as security for the payment of the price thereof and retained thereafter unless and until Boeing shall request the transfer of such Tooling to Boeing or any third party hereafter provided. Subject to the following provisions of this code note, Seller is hereby authorized to use such Tooling only in the performance of Purchase Orders for Boeing. Boeing may, at its discretion, (a) remove Tooling from Seller's possession or require Seller to deliver the Tooling to Boeing or any third party or (b) direct Seller to use any such Tooling or take any other action with respect to such Tooling that could be taken by the absolute owner thereof, including without limitation the power to divest Seller of legal title to such Tooling and to transfer such title to Boeing or to any other party. If any action taken by Boeing pursuant to this paragraph causes an increase in the cost of, or the time required for the performance of any part of the work under any order, an equitable adjustment shall be made in the contract price or delivery schedule, or both, pursuant to the Changes clause of the terms and conditions governing this Purchase Order. 2. TAXES. Unless specifically stated in the Purchase Order or associated documents, Seller shall pay all present and future taxes arising in connection with this Purchase Order and all such taxes shall be deemed to be included in price listed on this Purchase Order. Seller agrees that for income tax purposes, Boeing shall be entitled to claim all investment tax credit and depreciation with respect to all tooling based on its equitable interest in such property and regardless of the fact that it may not have legal ownership or legal title in the tooling and other eligible property. 3. ASSIGNMENT. Seller agrees that Boeing may unilaterally assign all or any part of its rights and obligations, including its title to or any interest in the property under this Purchase Order, to an affiliate of Boeing and/or subsidiary of The Boeing Company provided that Boeing unconditionally guarantees to Seller that notwithstanding such assignment, Boeing shall perform all of the agreements, duties and obligations imposed on Boeing by this Purchase Order. 4. SELLER'S QUALITY REQUIREMENTS Seller must comply with the requirements of Boeing Tooling Document D33200 when fabricating Boeing or Boeing Customer-owned tools. All quality checks, verifications and records shall be retained by the Seller and presented upon request per D33200. These quality records shall support the validations of the Seller's Quality Manager and an officer of the Seller. These signatures will serve to validate the compliance statement(s) on the certified tool list. |

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| | <p>(A) Tool Fabrication. Each Tool shall have a tool fabrication work order referencing all or some of the following as applicable: specific tool fabrication instructions, dataset, drawing, and any other coordinating media. Seller's inspection stamp shall be affixed to indicate compliance and acceptance of completed tool.</p> <p>(B) Manufacturing Records. Seller's manufacturing plan shall provide traceability for verification of need, function and usage for each Tool listed on the certified tool list.</p> <p>(C) Design Records. Seller's quality system shall ensure the maintenance of one reproducible design record, with the exception of non-design tools.</p> <p>(D) Tool Designs. Tool designs shall be governed by the requirements of Boeing Tool Design Document D33011-0, engineering drawings, or equivalent approved standards. Seller's quality system shall ensure that all Tool designs are governed by Boeing Tooling standards. Seller's quality system shall ensure all Seller's tool designs have been approved by the Boeing Procurement Agent's Tool design organization.</p> <p>(E) Record Requirements. Seller shall perform progressive inspections on features of the tool that cannot be inspected after tool is completed. Seller shall retain all progressive inspection records in the tool history record file.</p> <p>(F) Identification of Accountable Tools. Seller's quality system shall verify all Tools are identified in compliance with Boeing Document D33181-40. No Tool will be considered complete that is not properly identified. Tool must have Seller's quality acceptance stamp (permanent) on Tool and quality acceptance stamp on Tool fabrication order. It is Seller's responsibility to assure that the Tooling has produced acceptable product. Seller's quality system shall verify acceptable product has been produced by a Tool and affix quality acceptance stamp in Tool try-out space. If Tool try-out is not required, stamp "N.R." beside inspection acceptance stamp.</p> <p>(G) Certified Tool List (CTL). Seller's quality system shall verify the completeness and accuracy of each Tool on the CTL using Boeing Winnipeg form #5482. Seller's Quality Assurance manager shall sign and/or use their quality acceptance stamp to validate compliance to all D33200-1 requirements as stated on the CTL. An officer of the Seller must also sign the CTL.</p> <p>(H) Tool History Records. Tool History Records are maintained to document tool rework, repair, or maintenance of Category III Tools after fabrication has been accepted. Seller is to notify the Boeing Procurement Agent prior to any rework, repair, or maintenance of Category I and II tools. Seller's quality system shall verify the work specified on the Purchase Order is complete. Seller shall have a tool rework order. To show specific rework instructions have been completed, Seller's quality acceptance stamp shall be affixed to the tool rework order and rework record tag per tooling manual D33181-40. Seller's quality system shall verify the accuracy and completeness of tool rework records prior to presenting to Boeing's Supplier Quality representative for validation.</p> |
| <p>W503 Last Revision Date 1/1/2015</p> | <p>Tooling Fabrication Terms and Conditions (to support Boeing In-House Tooling Requirements)</p> <p>1. TAXES. Unless specifically stated in the Purchase Order or associated documents, Seller shall pay all present and future taxes arising in connection with this Purchase Order and all such taxes shall be deemed to be included in price listed on this Purchase Order. Seller agrees that for income tax purposes, Boeing shall be entitled to claim all investment tax credit and depreciation with respect to all tooling based on its equitable interest in such property and regardless of the fact that it may not have legal ownership or legal title in the tooling and other eligible property.</p> <p>2. ASSIGNMENT. Seller agrees that Boeing may unilaterally assign all or any part of its rights and obligations, including its title to or any interest in the property under this Purchase Order, to an affiliate of Boeing and/or subsidiary of The Boeing Company provided that Boeing unconditionally guarantees to Seller that notwithstanding such assignment, Boeing shall perform all of the agreements, duties and obligations imposed on Boeing by this Purchase Order.</p> <p>3. SELLER'S QUALITY REQUIREMENTS Seller must comply with the requirements of Boeing Tooling Document D33200 when fabricating Boeing-owned tools. All quality checks, verifications and records shall be retained by the Seller and presented upon request per D33200. These quality records shall support Seller's compliance statements.</p> |

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| | <p>(A) Tool Fabrication. Each Tool shall have a tool fabrication work order referencing all or some of the following as applicable: specific tool fabrication instructions, dataset, drawing, and any other coordinating media. Seller's inspection stamp shall be affixed to indicate compliance and acceptance of completed tool.</p> <p>(B) Design Records. Seller shall retain one reproducible copy of each designed tool drawing for a period of not less than ten (10) years from the date of final payment under the applicable order for all tools unless otherwise specified on the Purchase Order.</p> <p>(C) Tool Designs. Tool designs shall be governed by the requirements of Boeing Tool Design Document D33011-0, engineering drawings, or equivalent approved standards. Seller's quality system shall ensure that all Tool designs are governed by Boeing Tooling standards. Seller's quality system shall ensure all Seller's tool designs have been approved by the Boeing Procurement Agent's Tool design organization.</p> <p>(D) Record Requirements. Seller shall perform progressive inspections on features of the tool that cannot be inspected after tool is completed. Seller shall retain all progressive inspection records in the tool history record file.</p> <p>(E) Identification of Accountable Tools. Seller's quality system shall verify all Tools are identified in compliance with Boeing Document D33181-40. No Tool will be considered complete that is not properly identified. Tool must have Seller's quality acceptance stamp (permanent) on Tool and quality acceptance stamp on Tool fabrication order. The Tool try-out section on the I.D. tag is to be left blank unless advised otherwise.</p> <p>Note: Boeing Quality Control acceptance of Seller's manufactured Tools does not free Seller from any warranties, implied or otherwise, of the Tool. Tool failures resulting from defective manufacturing processes will be addressed as determined necessary by Boeing.</p> |
| <p>W901 Last Revision Date 1/1/2015</p> | <p>For all equipment provided under this Purchase Order that has Multiple Energy Source Equipment (MES) capabilities, the Seller agrees to provide to Boeing the following information:</p> <ol style="list-style-type: none"> 1. Schematic Drawings; 2. Instructions for bringing equipment to a zero energy state; 3. A means of lock-out for each energy point and source; and 4. Other information as requested by the Procurement Agent. <p>The Seller agrees to work with Boeing to develop appropriate MES identifying placarding prior to commissioning of the equipment.</p> |