

QMS-09-01 (Previously known as ASQR 4.6)
A220 Suppliers Quality Requirements

Rev. 2
Date: 12-Jan-2024

PURPOSE / SCOPE

In order to comply with Canadian Aviation Regulation (CAR) 561.08 and Manufacturing Manual (MM) 24-16 Section 4.6 *Control of Suppliers*, Airbus Canada is responsible for defining, implementing and maintaining the A220 Suppliers Quality Requirements. This QMS-09-01 A220 Suppliers Quality Requirements defines the guidelines for the Suppliers on requirements and on applicable processes.

Suppliers are required to implement and maintain a Quality Management System (QMS) that supports each element of the applicable International Aerospace Quality Group (IAQG) standards AS/EN/JISQ/KSQ9100, AS/EN/SJAC9120 or International Organization for Standardization (ISO) ISO 9001 standard, as defined by or in the supplier's classification and must also address the Airbus Canada applicable specific requirements provided herein. Supplier's Quality Management System must be at the latest applicable standard revision and be certified by an accredited Certification/Registration Body (CRB).

The Quality Management System, product and parts requirements specified herein are intended to be complementary to all contract requirements, and other requirements which may require compliance by the supplier, including any legal, regulatory or administrative requirements.

APPLICABILITY

This QMS document is applicable to all Suppliers

Internal functions at Airbus Canada:

- | | | | |
|---|--|---|---|
| <input checked="" type="checkbox"/> Quality Assurance | <input type="checkbox"/> Operations | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Methods |
| <input checked="" type="checkbox"/> Quality Program | <input type="checkbox"/> Integrated planning | <input checked="" type="checkbox"/> Procurement | <input type="checkbox"/> Customer Satisfaction |
| <input checked="" type="checkbox"/> Quality Operations | <input type="checkbox"/> Flight Operations | <input checked="" type="checkbox"/> Human Resources | <input type="checkbox"/> Work and Material Planning and Material Control (WMP & MC) |
| <input checked="" type="checkbox"/> Procurement Supply Management | <input checked="" type="checkbox"/> Legal | | |

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Function: HO QA

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1 RECORD OF REVISIONS

Table 1 – REVISION HIGHLIGHTS

Page	Section	Description of changes
1	Doc owner	Change of Doc owner to Christelle Roselli Sanchis.
3	Table of content	Table of content for addition of new sections 8.5.6 Tooling and 8.7.1.2 Turn Around Time.
7	2	Section 2.3 applicability of Compliance Matrix.
10-11-12- 15	4	Section 4.3.2 addition of BFE good supplier; sections 4.3.1 ,4.3.3 and 4.3.6 addition of document number QMSF-09-01-01; section 4.3.3 addition of or equivalent and formally agreed; section 4.3.5 addition of AS 9110; section 4.4.1 addition of sections 8.5.6, 8.6.3.2, 8.6.3.3, 8.7.1.2 in the table.
18-20-21-23-25-28- 29	8	Section 8.3 deletion of QRD; section 8.5.6 addition of new section Tooling; section 8.6.1 clarification of documents required for shipping; section 8.6.2 addition of BFE GS to points c) and h); section 8.6.4 addition- of BFE GS to points c) and h); section 8.7.1.2 addition of new section Turn Around Time; section 8.7.2 addition of document AM 6040.02.01.05; section 8.7.4 addition of general statement and BFE GS to paragraph 1.
39	References	Addition of QMSF-09-01-01 List of controlled process specifications. Add AM3010.03.86.01, AM3010.03.86.02, AM3010.03.86.03, AM3010.03.86.04, AM3010.03.86.05, AM6040.02.03.05, AM6010.03.03.09, AM4050.02.02.13, AM6010.03.03.17, AM10012.08 AM6040.0201.05, QAD 6-60CS, CS. BT0339 Changed to ACT0338.
39	Acronyms	Removal of QRD,

Table 2 – REVISION HISTORY

Doc Number	Doc Title	Rev.	Effective Date	DCR Reference
QMS-09-01	220 Suppliers Quality Requirements	02	12-Jan-2024	2023-029
QMS-09-01	A220 Suppliers Quality Requirements	01	Sept 2022	2022-010
ASQR4.6	A220 Suppliers Quality Requirements	NC Amd1	May 2021	2020-049
ASQR4.6	A220 Suppliers Quality Requirements	NC	Sept 2019	2019-077

2 GENERAL INFORMATION

2.1 ADMINISTRATIVE OFFICE

All correspondence related to this document shall be addressed to:

Head of Quality Airbus Canada
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To communicate with A220 Supplier Quality Assurance (SQA)
sqa.a220@airbus.com

To access A220 Supplier Quality Requirements documentation
<http://supplier.aero.bombardier.com/A220-SQA>

To access A220 Program Approved Suppliers List (A220 ASL)
www.Airbus.com

To access A220 Engineering specifications
https://supplier.aero.bombardier.com/A220_isupply/

Any change to this document as a result of this correspondence will be reflected in subsequent revisions.

2.2 ELECTRONIC MEDIA

Suppliers are required to use electronic media, such as but not limited to the Supplier Network Collaboration (SNC), Net-Inspect and E-source where applicable.

2.3 DOCUMENTATION CONTROL AND COMMUNICATIONS

It is the supplier's responsibility to ensure continuous compliance to the latest revision of this document and any of the referenced documents herein. On behalf of Airbus Canada, documents are accessible on the A220 Supplier Quality Assurance website <http://supplier.aero.bombardier.com/A220-SQA>.

Amendments to the document are indicated with a vertical line in the page margin. Only affected pages will be identified by the latest document amendment number, while all other pages will retain the previous assigned document amendment number. Amendments are applicable at the time of their publication, however, compliance by the supplier is required no later than 90 days after the publication.

It is the supplier's responsibility to understand and comply with all clauses, terms and conditions specified within a contract (as defined in section 13) and with all other applicable requirements agreed between Airbus Canada and the supplier.

Before bidding on, manufacturing, or delivering products and/or parts, it is essential that the supplier fully understands and complies with the requirements of this document and any associated technical documents.

Suppliers are required to declare their compliance to Airbus A220 Applicable Supplier Requirements with associated Means of compliance (MoC) and deviation request via QMSF-09-01-02 - Compliance Matrix.

Suppliers must grant full access to Airbus Canada, and to the National Aviation Authorities (NAA), such as but not limited to, the Federal Aviation Administration (FAA), Transport Canada Civil Aviation (TCCA), European Aviation Safety agency (EASA), Civil Aviation Authority of China (CAAC), to their facilities and their sub-tier facilities, and all documentation related to the contract. QMS-09-01 fully replaces and supersedes with immediate effect Airbus Canada's ASQR4.6 - *A220 Suppliers Quality Requirements*, but also the previous QD-4.6-40CS *Quality Requirements for Suppliers* in respect to all active contracts for the A220 program.

The Airbus Canada Manual (AM) and Data Item Description (DID) documents are applicable to the A220 program, unless otherwise noted in each document. If the AM document has not yet been released, the older Bombardier Manual (BM) still applies and the link will take you to this document. A220 Engineering Specifications may refer to Bombardier Engineering Specifications. In such cases, the supplier is responsible to ensure its documentation management and to comply with the latest specification revision.

The Airbus Canada Head of Quality is granted full authority by the Certificate Holder to manage the present document.

Certificate addressed herein is: TCCA Manufacturer Approval number 24-16;

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4 CONTEXT OF THE ORGANIZATION (SECTION 4 OF STD)

4.1 SUPPLIER APPROVAL STATUS MAINTENANCE

All suppliers entering into contract for the supply of aeronautical products, the testing of, or the performance of controlled processes to such products, as well as the supply of controlled raw materials for the manufacturing of aeronautical products, must first be approved by Airbus Canada as applicable and classified in accordance to section 4.3. This requirement must be applied in accordance to Appendix A - Sources of Supply.

Qualifications to controlled A220 Process Specifications (A2PS) and A220 Engineering Requirements Document A2ERD GEN-018 are street address specific as well as building specific. Such activities cannot be transferred to another street address or to another building within the same address that is not approved for the applicable controlled process specification.

Each approved supplier is subject to periodic Supplier Control Review (SCR) to ensure continued compliance to the applicable Quality and Engineering requirements.

Any certified organization is required to provide detailed certification and assessment results (e.g., audit reports and associated Non Conformance Reports (NCRs) to Airbus Canada upon request. Electronic access to this information via the International Aerospace Quality Group (IAQG) Online Aerospace Supplier Information System (OASIS) database is preferable. When impractical, electronic copies of the requested certification and assessment results can be supplied.

4.1.1 Revising Supplier Approval Status

At any time, Airbus Canada may, at its sole discretion, revise the status of an approved supplier and take any of the following actions:

- a) Inactivate supplier;
- b) Apply a surveillance status;
- c) Apply a probation status.

In making such a decision, any criteria deemed relevant may be considered, including:

- Quality and delivery performance;
- Unsatisfactory response, late response, or failure to respond to Corrective Action Requests (CAR) or Requests for Supplier Action (RSA);
- Suspected unapproved parts activities;
- No direct or indirect business activity for an extended period;
- Change in supplier's manufacturing or processing capability;
- Change in supplier's manufacturing location;
- Unsatisfactory audit results (Nadcap, AS, SCR);
- Safety concerns or issues.

The revision of a supplier approval status as stated above will result in the supplier being removed from the A220 ASL.

4.1.1.1 Surveillance Status

Being placed under surveillance results in the following consequences:

- a) Production and deliveries on existing contracts may continue, however, no new bid solicitations can be placed with the supplier;
- b) The supplier must:
 - Implement a corrective action plan or an improvement plan approved by Airbus Canada;
 - Submit a follow-up status report as defined and agreed with Airbus Canada.

- c) As required and at the supplier's cost, audit and/or SCR frequency by Airbus Canada organization may increase.

4.1.1.2 Probation Status

Being placed under probation results in the following consequences:

- a) Production and deliveries on existing contracts may continue, however, no new bid solicitations can be placed with the supplier;
- b) At Airbus Canada's discretion:
 - Assignment of designated Airbus Canada employee(s) or a third party on behalf of Airbus Canada to manage and oversee the supplier's action plan, at the supplier's site, until such time that Airbus Canada regains confidence in the supplier's Quality Management System, product conformance and process control;
 - Imposition of Source Inspection on each or on specific deliveries for the duration of the probation at the supplier's cost.
- c) The supplier must:
 - Implement a corrective action or an improvement plan approved by Airbus Canada;
 - Submit a follow-up status report as defined and agreed with Airbus Canada;
- d) As required and at the supplier's cost, audit and/or SCR frequency by Airbus Canada organization may increase

4.2 CHANGE TO SUPPLIER'S ORGANIZATION

Supplier must notify Airbus Canada, via its contract authority, of any changes in its organization affecting:

- a) Manufacturing site location (NOTE 1);
- b) Manufacturing processes (NOTE 2);
- c) Quality Management System certification such as but not limited to:
 - Nadcap, Aerospace Standard, Regulatory Authorities.
- d) Facility permits and registration status;
- e) Approved sub-tier suppliers;
- f) Any other changes affecting the supplier's scope of approval;
- g) Enterprise Resource Planning (ERP) or Enterprise system change;
- h) The notification must describe the nature of the change including:
 - Justification;
 - Scheduled date and point of incorporation;
 - Impact on Manufacturing;
 - Impact on Quality;
 - Impact on Logistics.

NOTE 1: The list of required information and timeline are defined in section 8.2 Control of Transfer of Work.

NOTE 2: A Class C - Manufacturer wishing to initiate a change to an Airbus Canada Engineering Material Manual/Engineering Materials Control Manual (A2EMM-001) qualified material must also notify its contract authority.

4.3 SUPPLIER CLASSIFICATION

4.3.1 Supplier Class A - Subcontractors

Definition: A supplier that manufactures products, tests, or performs controlled processes, in accordance to Airbus Canada engineering specifications and/or drawings and/or A220 Program contract. (NOTE 1)

Quality Management System Requirements:

Supplier's Quality Management System must be AS/ENJISQ/KSQ9100 certified, via an accredited Certification/Registration Body (CRB) for AS/ENJISQ/KSQ9100. Independent laboratories must be ISO 17025 certified.

It is permissible for Process Shops to hold a Nadcap AC7004 Quality Management System certification in lieu of an AS/ENJISQ/KSQ9100 certification.

It is permissible for independent laboratories to hold a Nadcap AC7006 Quality Management System certification in lieu of ISO 17025.

Nadcap accreditation (NOTE 2) via the Performance Review Institute (PRI) is required for the following controlled processes:

- AC 7101 Material Testing Laboratory;
- AC 7102 Heat Treating;
- AC 7108 Chemical Processing;
- AC 7109 Coating;
- AC 7110 Welding;
- AC 7114 Non-Destructive Testing;
- AC 7116 Nonconventional Machining;
- AC 7117 Shot Peening;
- AC 7118 Composites;
- AC 7122 Non Metallic Materials Testing.

See the "List of controlled process specifications" (QMSF09-01-01) requiring approval posted at <http://supplier.aero.bombardier.com/A220-SQA>.

Although not yet a requirement, Nadcap accreditation is recommended and considered an asset for controlled processes covered by AC 7135 Aero Structure Assembly.

A220 Engineering Specifications may refer to Bombardier Engineering Specifications. In such cases the supplier is responsible to ensure its documentation management and to comply with the latest specification revision.

NOTE 1: Sub-tier suppliers performing non-controlled processes do not require Airbus Canada approval. However, a supplier using such a sub-tier supplier is responsible to ensure full compliance to the A220 process specification requirements.

NOTE 2: For Nadcap accreditation applicability, refer to the document "List of controlled process specifications" posted at <http://supplier.aero.bombardier.com/A220-SQA>.

4.3.2 Supplier Class B – Equipment Suppliers

Definition: A supplier who designs, manufactures, assembles and tests aeronautical products using its own engineering specifications and drawings.

Quality Management System Requirements:

Supplier's Quality Management System must be AS/ENJISQ/KSQ9100 certified, via an accredited Certification/Registration Body (CRB) for AS/ENJISQ/KSQ9100.

A Class B – Equipment Suppliers, including Buyer Furnished Equipment Goods Suppliers (BFE GS) is required to comply with Airbus Canada Procurement Control Drawings (PCD) or technical documents as defined in applicable Airbus Canada Manual (AM).

A Class B – Equipment Suppliers, including Buyer Furnished Equipment Goods Suppliers (BFE GS) providing parts directly to Airbus Canada shall have a valid Production Organization Approval (POA), or equivalent, granted by a National Aviation Authority and accepted by Airbus Canada.

NOTE: This classification also includes suppliers providing software and avionics.

4.3.3 Supplier Class C – Manufacturers

Definition: A supplier who manufactures the following product in accordance to industry standards and specifications or to A220 specifications:

- a) Catalog Items;
- b) Raw Materials;
- c) Process Materials controlled by A2EMM-001:
 - Chemicals and/or consumables.
- d) Castings;
- e) Forgings;
- f) Hardware.

Quality Management System Requirements:

Supplier's Quality Management System must be AS/ENJISQ/KSQ9100, ISO 9001 or equivalent certified (NOTE 1), via an accredited Certification/Registration Body (CRB) for AS/ENJISQ/KSQ9100 or ISO 9001 as applicable, and formally agreed by the Purchaser Nadcap accreditation via the Performance Review Institute (PRI) is required for the following (NOTE 2):

- AC7107 Material Testing Laboratory;
- AC7102 Heat Treating;
- AC 7117 Non-Destructive Testing;
- AC 7200 Sealant Manufacturers;
- AC 7202 Value-Added Sealant Distributors.

This classification includes suppliers manufacturing hardware in accordance to their own specifications.

NOTE 1: Class C - Manufacturers only certified to ISO 9001 or equivalent must implement a process for the prevention of counterfeit or suspect counterfeit part use and their inclusion in product(s) delivered to the customer.

NOTE 2: For Nadcap Accreditation applicability, refer to the document “List of Material Specifications” with additional quality requirements” posted at <http://supplier.aero.bombardier.com/A220-SQA>.

4.3.4 Supplier Class D – Distributors

Definition: A supplier who resells, as is new:

- Raw materials;
- Products;
- Parts.

Quality Management System Requirements:

Supplier’s Quality Management System must be AS/EN/SJAC9120 or AS/ENJISQ/KSQ9100 certified, via an accredited Certification/Registration Body (CRB) for AS/ENJISQ/KSQ9100. It is acceptable for a distributor to cut material to the required length and width, provided material configuration and traceability is maintained. No other material processing is allowed. Repackaging of bulk raw material products subject to shelf life is prohibited.

4.3.5 Supplier Class E – Maintenance Organization

Definition: A supplier who repairs, maintains or completes:

- a) In service aircraft;
- b) In service aircraft components.

Quality Management System Requirements:

Supplier’s Quality Management System must be AS/EN/SJAC9110 certified, via an accredited Certification/Registration Body (CRB) for AS/ENJISQ/KSQ9110.

Must be also a maintenance/repair station organization approved by local Regulatory Authorities (ref. section 8.6.3.3 Aftermarket Support). The organization’s activities are limited to its scope of work listed in the approved certificate.

4.3.6 Supplier Class F – Structural Supplier

Definition: A supplier who designs and/or manufactures structural components or assemblies under the A220 Program design authority, using the applicable engineering specifications, standards and drawings, and is responsible for their manufacture and/or assembly.

Quality Management System Requirements:

Supplier’s Quality Management System must be AS/ENJISQ/KSQ9100 certified, via an accredited Certification/Registration Body (CRB) for AS/ENJISQ/KSQ9100.

A Class F – Structural Supplier providing parts directly to Airbus Canada shall have a valid Production Organization Approval (POA), or equivalent, granted by a National Aviation Authority and accepted by Airbus Canada.

Nadcap accreditation via the Performance Review Institute (PRI) is required for the following controlled processes:

- AC 7101 Material Testing Laboratory;
- AC 7102 Heat Treating;
- AC 7108 Chemical Processing;

- AC 7109 Coating;
- AC 7110 Welding;
- AC 7114 Non-Destructive Testing;
- AC 7116 Nonconventional Machining;
- AC 7117 Shot Peening;
- AC 7118 Composites;
- AC 7122 Non Metallic Materials Testing.

NOTE: For Nadcap accreditation applicability, refer to the document “List of controlled process specifications” (QMSF-09-01-01) posted at <http://supplier.aero.bombardier.com/A220-SQA>. Although not yet a requirement, Nadcap accreditation is recommended and considered an asset for controlled processes covered by AC 7135 Aero Structure Assembly.

4.3.7 Supplier Class G – Indirect Product

Definition: A supplier providing products, parts and/or services intended for Aerospace business but not to be installed on an aircraft. This classification also includes suppliers providing Ground Support Equipment (GSE).

Quality Management System Requirements:

Supplier’s Quality Management System must be ISO 9001 certified, via an accredited Certification/Registration Body.

4.3.8 Supplier Class H – Commercial off the shelf (COTS)

Definition: A supplier, who sells, as is, new commercial goods and catalog items (not intended for Aerospace business) to be installed on an aircraft.

A commercial good meets the following COTS definition:

- Is not specifically designed or produced for use as an aeronautical product;
- Is made to a specification or catalog description and marked under an identification scheme of the maker;
- The failure of which does not adversely affect the continued safe flight, take-off and/or landing of the aircraft.

Quality Management System Requirements:

No specific requirements.

4.3.9 Supplier Class J – Logistics Provider

Definition: A Logistic provider is either:

- a) An Airbus Canada supplier contracted by the component manufacturer, whose activity is ordering, warehousing and shipping, as is, the Airbus Canada ordered product, without recertifying it. (NOTE 1)
- b) A supplier that performs a contracted function on behalf of Airbus Canada, controlling the flow of resources (people, products, services, processes, etc.) and/or the point of origin and the point of destination in order to meet the requirements stipulated in the contract. (NOTE 2)

The scope of work for the second type of Class J suppliers may involve, but is not limited to, the integration of:

- Information;
- Transportation;
- Inventory management;
- Warehousing (material storage);
- Material handling;
- Packaging;
- Hazardous materials processing;
- Kitting.

Quality Management System Requirements:

When stipulated in contract, Class J - Logistics Providers under contract with Airbus Canada must meet applicable requirements of *QD4.6-62CS-Requirements for Logistic Providers*.

NOTE 1: No specific quality requirements other than to provide the manufacturer's documentation with the product. Product traceability is to be maintained per the component manufacturer's agreements with its contracted party.

NOTE 2: A Class J - Logistics Provider for which the contracted function involves the supply of aeronautical products must maintain traceability (C of C, material certifications, etc.) of all products and/or parts from the manufacturer to the point of use.

4.3.10 Supplier Class K – Buyer Furnished Equipment (BFE) Supplier

Definition: A customer of an aircraft who purchases its own products to be installed on its aircraft, and delivers it directly or indirectly to Airbus Canada.

Quality Management System Requirements:

The Quality Management System requirements and product warranty of the parts to be installed rely exclusively under the customer's responsibility.

4.4 QUALITY MANAGEMENT SYSTEM REQUIREMENTS

4.4.1 Matrix of QMS requirements applicability by Supplier Classification

QMS requirements document section specifications	Supplier Classification									
	A	B	C	D	E	F	G	H	J	K
7.1 Documentation Records Requirements	X	X	X	X	X	X	X		X	
7.2 Supplier Resources Working Within Airbus Canada Facilities	X	X				X				
7.3 Control of Documented Information	X	X	X	X	X	X			X	
8.1 Configuration Management		X				X				
8.2 Control of Transfer of Work	X	X	X		X	X				
8.4.1 Sources of Supply	X			X		X				
8.5.1 First Article Inspection Report (FAIR)	X	X				X				
8.5.2 Source Inspection	X	X	X		X	X				
8.5.3 Production Part Approval Process (PPAP)	X	X	X			X				
8.5.4 Validation and Control of Controlled Processes	X					X				
8.5.5 Identification and Traceability	X	X	X	X	X	X				
8.5.6 Tooling	X	X	X			X			X	
8.6.1 Documents Required with Shipment	X	X	X	X	X	X		X		X
8.6.2 Certificate of Conformity (C of C)	X	X	X	X	X	X				X
8.6.3 Authorized Release Certificate	X	X		X	X	X				
8.6.3.2 Inspected, Tested, Overhauled, Repaired, Rebuilt, Altered or Modified Products and Parts including Rotables		X			X					
8.6.3.3 Aftermarket Support					X					
8.6.4 Packing Slip	X	X	X	X	X	X				X
8.6.5 Direct Ship Authorization (DSA)										APPLICABLE UPON REQUEST
8.6.6 Strip Report		X			X					
8.6.7 Drop shipment										APPLICABLE UPON REQUEST
8.7.1 Quality Escape	X	X	X	X	X	X			X	
8.7.1.1 Notification of Escape (NOE)	X	X	X	X	X	X			X	
8.7.1.2 Turn around time	X	X				X				
8.7.2 MRB Authority	X	X				X				
8.7.3 Items Returned to the Supplier for Repair or Rework	X	X			X	X				

QMS requirements document section specifications	Supplier Classification									
	A	B	C	D	E	F	G	H	J	K
8.7.4 Non-Conformances	X	X	X	X		X			X	
9.1 Inspection	X	X	X	X	X	X				
9.2.1 Re-delegation of Inspection Authority	X		X			X				
9.4 Quality Gate	X	X				X				

5 LEADERSHIP (SECTION 5 OF STD)

Requirements from the AS/ENJISQ/KSQ9100, AS/EN/SJAC9120 or ISO 9001 standards, as applicable to the activities being performed.

6 PLANNING (SECTION 6 OF STD)

Requirements from the AS/ENJISQ/KSQ9100, AS/EN/SJAC9120 or ISO 9001 standards, as applicable to the activities being performed.

7 SUPPORT/APPLICABILITY MATRIX (SECTION 7 OF STD):

7.1 DOCUMENTATION RECORDS REQUIREMENTS

The supplier must maintain quality records including, but not limited to, Quality, Manufacturing and Engineering records/data. The records shall be retained for a period of not less than five (5) years from completion of purchase order, unless otherwise specified in the contract. The supplier must impose this requirement onto its sub-tier suppliers.

The records/data must be translated and made available upon request in the English language. Supplier's native language is accepted for original records.

7.2 SUPPLIER RESOURCES WORKING WITHIN AIRBUS CANADA FACILITIES

It is the supplier's responsibility to ensure that personnel appointed to an Airbus Canada facility by (or on behalf of) the supplier to perform work on the supplier's product is competent, trained, and experienced for the work to be performed.

Supplier competency management procedures to grant authorization must be available upon request.

In addition, before any work is to be performed by the supplier's incumbent, the host site will provide relevant training and awareness to applicable internal processes such as but not limited to:

- Quality Management System
- FOD Control
- Tool Control
- Safety management System
- Health and Safety requirements

For Non-Conformance Management, the resource shall complete training requirements referenced in ASQR4.6-9 *Supplier Authorized Inspector Personnel*.

7.3 CONTROL OF DOCUMENTED INFORMATION

The supplier must ensure that technical revisions of specifications (e.g. A2PS, A2MS, A2EMM-001, AM, ASTM, AS, and any other revision controlled documents used to manufacture aeronautical products) are implemented/incorporated within six (6) months from the date the revised specification is published. When the revised process is not performed within the six (6) month delay, full compliance to the revised process must be met at its first use.

A record of revision reviews shall be maintained which includes date of reference document revision, date of incorporation in supplier's management system, brief summary of actions taken to demonstrate the revision review was completed. No documented revision review is required for non-technical revisions.

8 OPERATION (SECTION 8 OF STD)

Suppliers for which an ISO certification is acceptable must implement a process for ensuring its personnel is aware of:

- Its contribution to product or service conformity;
- Its contribution to product safety;
- The importance of ethical behavior.

8.1 CONFIGURATION MANAGEMENT

Configuration Management practices are documented in Airbus Canada Manuals (AM). Suppliers must comply with the technical and administrative direction and surveillance to:

- Identification and documentation of configuration of product or article, and established configuration change implementation;
- Control of engineering change processes;
- Historical records of change processing and implementation;
- Verifying processes of compliance with specifications and other related documents.

For Engineering Configuration Management Requirements, refer to the Configuration Management practices available at https://supplier.aero.bombardier.com/A220_isupply/.

Document number	Document Title
AM6010.03.03.09	Configuration Management Requirement for Vendor Approval
AM4050.02.02.13	Data Exchange Procedure
AM6010.03.03.17	Notification of Change (NOC)
AM10012.08 series	Suppliers Data Exchange

8.2 CONTROL OF TRANSFER OF WORK

The supplier shall perform Transfer of Work (ToW) in full compliance with Airbus Canada document QMS-09-06 A220 Transfer of Work for Suppliers (available on the Airbus Canada SQA website) by delivering a ToW dossier (containing the Transfer Notification Form QMSF09-05-01, a Risk Assessment and a Project Plan). The ToW dossier full content and expected timeline is explained in detail in the document mentioned above. All this in order to evaluate and mitigate risks and to identify opportunities for Airbus Canada (on quality/on time performance).

For Supplier Driven Transfers (SDT) and/or Airbus Driven Transfers (ADT), the supplier shall not initiate any transfer of work without notifying Airbus Canada and receiving agreement in advance. The Last Article Inspection (LAI) shall be carried according to the ToW LAI strategy agreed by Airbus Canada. The supplier is not permitted to start any physical transfer until all the gaps identified during LAI are closed.

The supplier shall ensure that the Supplier-Out (i.e. Airbus Canada Supplier leaving the activity) informs the relevant Procurement representative about any A220 Controlled Processes (critical/special process in accordance with A2EPM-001) no longer performed and/or A220 Controlled Materials (in accordance with A2EMM-001) no longer manufactured, following the transfer.

For SDT, the supplier shall also ensure that the manufactured part being transferred matches the design definition/specification and that the actual in-service performance of the manufactured part, Out of Production (items which are not part of the current serial production) and pre-mod spare parts (items which will become Out of Production after Airbus Canada Parts/Items Modification implementation during the Transfer of Work) capability is ensured.

8.3 NEW PRODUCT DEVELOPMENT

A220 Program may impose additional quality requirements during design and development projects. These requirements will be developed as specific project requirements and published as:

- Quality Requirements Documents (, QMS, QS, QD...);
- Program directives;
- Certification plans;
- Conformity plans;
- Others, as required.

These quality requirements, once published, will be communicated to the supplier by the contract authority and will be provided in writing or via electronic means.

8.4 CONTROL OF EXTERNALLY PROVIDED PROCESSES, PRODUCTS AND SERVICES

8.4.1 Sources of Supply

Suppliers working to A220 Program contracts and/or to Airbus Canada drawings and/or specifications, must refer to Appendix A – Sources of Supply, to determine which sub-tier sources of supply are acceptable.

8.5 PRODUCTION AND SERVICE PROVISION

8.5.1 First Article Inspection Report (FAIR)

The supplier will prepare a formal FAIR for detail part, sub-assembly, and assembly in accordance with the latest issue and revision of the AS/EN/SJAC9102 process and report requirement standard.

Kits also require a FAIR. A Kit FAIR consists of:

- a) Actual configuration (kit number);
- b) A list of all detail parts and/or sub-assembly part numbers;
- c) A FAIR, in accordance with AS/EN/SJAC9102, for each detail part and/or sub-assembly part number and the required quantity;
- d) All hardware part numbers including the lot number and the required quantity;
- e) Kits placards FAI should include at a minimum the following critical features:
 - Provide the drawing revision level of each detail printed into the kit on the kit parts list;
 - Provide C of C or raw materials used in form 2 of AS/EN/SJAC9102;
 - Provide the color validation for the process of this printing;
 - Provide a dimensional scale validation for the process of this printing;
 - Provide the evidence that each of the characteristics listed on the condition of supply of the kit has been checked;
 - Ex: size of print sheets, quantity for each placard part number;
 - Provide the kit nesting printout in PDF format attachment into Net-Inspect;
 - In addition: It is not required to provide the detail part FAI into Net-Inspect if it was already covered by an Airbus kit approved FAI. The parent kit shall be used to substantiate the first article production acceptance.

FAIRs must be submitted using the electronic on-line FAIR system "Net-Inspect". Unless agreement for a different timeline was made with the relevant quality representative responsible for the FAI acceptance, the FAIR must be submitted or the quality representative be made aware of the FAIR readiness date, ten (10) working days prior to the shipping date. A decision to proceed with the Source Inspection, to issue a special authorization to ship or to provide a desktop customer approval for the FAI, will be made by A220 Quality Conformance Management within two (2) working days upon receipt of notice. No parts are to be shipped by supplier without an Authorization to Ship Request (ATS) approved by Airbus Canada. Refer to Form QMSF-09-10-02 (previously known as F4.6-20 Authorization to Ship Request (ATS)).

It is the supplier's responsibility to correctly plan its production schedule, to avoid impact to the production schedule due to the delay of the acceptance of the shipment via the FAI approval. To obtain access to the tool and training, contact Net-Inspect at: <http://www.net-inspect.com>. Net-Inspect is the only approved vehicle to submit FAIR unless otherwise authorized in writing by the contract authority.

If applicable, the FAIR must include (in the comments box 13, Form 2) the actual weight and the last issue of the part, which can be located in the Parts List of the drawing.

Any supplier who wants to ship products to Airbus Canada with incomplete FAI activity must obtain a special authorization to ship via the electronic NCR system and/or Net-Inspect system.

8.5.2 Source Inspection

Airbus Canada retains the right to invoke Source Inspection at the supplier's facility. Airbus Canada may assign a Quality representative at the supplier's facility at any time during the life of the contract. To invoke or revoke Source Inspection of an approved and qualified supplier, the

form QMSF-09-10-01 (previously known as *F4.6-24 Source Inspection Invoke/Revoke* will be provided to the supplier. When Source Inspection is required, the supplier must make available facilities, equipment, inspection records, or other assistance requested in the course of verifying product or article conformance.

When Source Inspection is required, the supplier must inform the respective Conformance Management Representative ten (10) working days in advance when a product or article is ready to ship.

A decision to proceed with the Source Inspection or to issue a special authorization to ship will be made by Conformance Manager within two (2) working days upon receipt of notice from the supplier that a product or article is ready to ship.

The acceptance of a product or article does not indicate final acceptance nor does it relieve suppliers of their responsibility for quality.

8.5.3 Production Part Approval Process

When requested, suppliers must comply with Aerospace Standard AS9145 - Requirements for Advanced Product Quality Planning and Production Part Approval Process.

8.5.4 Validation and Control of Controlled Processes

Suppliers must advise their contract authority when a change affecting the qualification status of A220 Program qualified equipment or personnel occurs:

- a) Qualified equipment removed from or added to the process;
- b) Qualified equipment relocation;
- c) Change of key personnel subjected to qualification per the A220 Engineering Requirement Document (A2ERD) or other Engineering Specification.

8.5.5 Identification and Traceability

Each product or article must be individually identified in accordance with the drawings, specifications, contractual requirements, and all applicable requirements.

The product or article identification consists of a technical definition as indicated on the purchase order and the following table:

Additions, Exceptions and Specifics by Supplier Classification	Applicability
If exists: Shelf life expiry date along with the required storage conditions	A, B, C, D, F
Serial number, Lot number or traceability number	A, B, C, D, E, F
If an NCR is associated with MRB acceptance, its number shall be on a tag.	B, E
If an NCR is associated with MRB acceptance, its number shall be on the part.	A, F
Supplier identification	A, B, F
Nomenclature number is not required for raw materials and process materials.	A, C, D, F
All roll formed sections must be stenciled with appropriate part number and lot number along the entire length of part.	C, D
Hazardous Material information is required on paint and chemical containers or other hazardous materials. (Safety Data Sheet (SDS) or equivalent).	C, D

For kits, container must be identified with “kit number” and with a traceability number.
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A, B, C, D, F

8.5.6 Tooling

When requested, Supplier must comply with the QMS-09-09 (Method for Specific Tooling Management in the Supply Chain) and shall:

- design, buy, manufacture, identify, calibrate, qualify, maintain and ensure traceability of manufacturing and inspection means and tools (hardware and software) to guarantee the right level of quality and production ramp-up, and ensure that tooling-related processes comply with the specific Purchaser Requirements,
- have a documented process to guarantee the preservation, final integrity and quality of the means and tools at any time (including internal and external moves),
- perform Machinery Failure Modes and Effects Analysis (MFMEA) when designing new/modifying existing machinery (equipment, jigs & tools),
- ensure calibration control of means and tools which affect critical dimensions and values comply with, and are traceable to, recognised national or international standards

8.6 RELEASE OF PRODUCTS AND SERVICES

8.6.1 Documents Required with Shipment

Any pertinent documents related to a purchase order, including other contractual requirements (supplier purchase order to sub-tier, sub-tier C of C, test report and inspection report, etc.) must be kept on file and made available upon request as per section 7.1 - Documentation Records Requirements.

The supplier must provide two (2) copies of the shipping documentation, one (1) inside and one (1) outside the packaging of each shipment.

For serialized components, when specified, use form ACT0338 - *Supplier As Built Conformity List and Serialization Data* to capture serialization structure at component delivery per AM3010.03.86.05 (Data Delivery Package).

A supplier who doesn't provide a ACT0338(ABCL) but has parts installed in the assembly that are part of the master serialization list(MSL) must provide the serial numbers of those parts at every shipment. The data must be provided in an electronic format or as agreed with Airbus Canada.

Additions, Exceptions and Specifics by Supplier Classification	Applicability
i. Supplier's C of C is not required for new or repaired parts when an Authorized Release Certificate (ARC) as per section 8.6.3 is supplied.	A, B, C, D, E, F, K
ii. Packing Slip	A, B, C, D, E, F, K
iii. New or repeated First Article Inspection Report when required per section 8.5.1	A, B, F
iv. Authorization to Ship form when required. (NOTE 1)	A, B, E, F
v. A logbook is required for a new engine, Auxiliary Power Unit (APU) or battery. (NOTE 2)	B, E

- | | |
|---|------------|
| vi. Test report from manufacturer or from an approved independent testing laboratory for raw material and hardware is required as applicable in related manufacturing and/or procuring specification. | C, D |
| vii. Copy of any applicable NCR with disposition (section 8.7.4), (NOTE 3) | A, B, C, F |
| viii. Safety Data Sheet (SDS) is required with each shipment of Hazardous Material | C, D |
| ix. Strip report when required per section 8.6.6 | B, E |
| x. New commercial goods proof of purchase | H |

NOTE 1: The supplier must use form QMSF-09-10-02 (previously known as F4.6-20 *Authorization to Ship Request (ATS)*) when shipping product/article:

- With Waived Source Inspection;
- With an open VNCR;
- With outstanding work.

The supplier must complete form QMSF-09-10-02 *Authorization to Ship Request (ATS)* acknowledgement portion and return it to Airbus Canada with the documents of the applicable product. Supplier must carry out instructions as stipulated on returned form from Airbus Canada. This form is not applicable for suppliers under qualification.

NOTE 2: Any inspected, tested, repaired, rebuilt, altered or modified engine, APU, or battery must be returned with the original logbook with (including) but not limited to the following:

- Entry of all work carried out;
- Changes to life-limited parts;
- Changes to serialized parts;
- Record of Service Bulletins compliance and/or incorporation;
- Record of Airworthiness Directives incorporated;
- Entry for contract specific requirements;
- Entry for Applicable Regulatory requirements;
- Entry for return to service.

NOTE 3: Suppliers using the Supplier Portal for the non-conformances do not need to provide hardcopy of the NCRs.

8.6.1.1 Specific Documents for Major Components and Structural Suppliers

Structural suppliers, or others when specified in contract, must provide specific documentation with shipment as defined in AM3010.03.86.05 Delivery Data Package.

When requested, QD4.6-60CS Requirements for Development Programs Major Suppliers including, when specified, documents related to:

- a) AM3010.03.86.01 Supplier Quality Product Plan (QPP) Requirements
- b) AM3010.03.86.02 Process Capability Proofing Report
- c) AM3010.03.86.03 Key Characteristics, Critical Interface Points & Process Capability Report
- d) AM3010.03.86.04 Failure Modes and Effects Analysis (FMEA)
- e) AM3010.03.86.05 Delivery Data Package

- f) AM6040.02.03.05 MRB Delegation of Suppliers

8.6.2 Certificate of Conformance (C of C)

The Supplier must provide a C of C stating the products and/or parts conform to applicable drawings and/or specifications as required by the contractual requirements.

The C of C must include additional required configuration identification, i.e. Part Number, Dash Number, and Modification (MOD) status to which the delivered product and/or part was manufactured.

Authorized Quality personnel must sign the CofC (Quality stamp and initials are also acceptable). Electronic signature is acceptable providing the supplier has documented procedures to control the acceptance authority media.

A supplier CofC will be provided with Loadable Software Aircraft Parts (LSAP) and software provided on a compact disk (CD) or other physical device. LSAP software is either uploaded directly to the Airbus Canada eVault or on an aircraft component. No physical part is received. For LSAP uploaded to the eVault, the CofC needs to describe the contents of the LSAP "Crate" zip file, e.g. software part number(s) contained in the zip file and subordinate file folders.

All items listed below are mandatory items to be mentioned on the CofC:

- a) Supplier's name;
- b) Supplier's address (address shown in the applicable source approval authority document, such as the A220 ASL, A2EMM-001, Qualified Products List (QPL), Drawing, Specification, etc.);
- c) Purchase order number and revision (not applicable for BFE GS);
- d) Airbus Canada engineering or supplier's part number as per purchase order requirements;
- e) Quantity delivered by traceability number (must be exactly as identified on the part);
- f) Technical definition as indicated on the purchase order;
- g) Statement specifying, where applicable, that the products and/or parts meet the Code of Federal Regulations (CFR) flammability requirements of CFR 25.853(a), CFR 25.853(c) or CFR 25.856. (if applicable).

Items required if they exist and/or are required in purchase order:

- h) Purchase Order item number (not applicable for BFE GS);
- a) Shelf-life expiry date (NOTE);
- b) NCR number raised by supplier;
- c) Serial number.

Additions, Exceptions and Specifics by Supplier Classification		Applicability
i.	Unit of measure	B, C, D
ii.	Manufacturer's name and address	D
iii.	For kits, the C of C must list all part numbers, their respective quantity and part serial numbers where required.	A, B, C, D, E, F, K
iv.	Manufacturer's lot or batch number is not required for catalog items.	C, D

NOTE: For products with a shelf life, unless specified otherwise on the purchase order, delivered to:

- Distribution Center, the 25% rule (75% shelf life remain available) is applicable.
- Production site the 33% rule (66% shelf life remain available) is applicable
- Suppliers must use QMSF-09-10-02 Authorization to Ship Request (ATS) form when required.

8.6.3 Authorized Release Certificate

When an Authorized Release Certificate is provided, a C of C is not required per item "i" of the table in section 8.6.1. Documents required with shipment.

The issuance of an Authorized Release Certificate enables the end user to determine the product's and part's airworthiness approval.

8.6.3.1 New Products and Parts

When a supplier is a Production Approval Holder (PAH) or equivalent approval holder in compliance with current local Civil Aviation Authority (CAA) regulations, the supplier will provide an Authorized Release Certificate. The PAH is responsible to make sure each product and part conforms to its approved design and is in a condition for safe operation.

8.6.3.2 Inspected, Tested, Overhauled, Repaired, Rebuilt, Altered or Modified Products and Parts including Rotables

The supplier must provide an original Authorized Release Certificate at all times.

- Logbooks must be provided per section 8.6.1 Documents required with shipment.
- A strip report must be provided for APU, batteries and all other used products and parts, excluding standard parts, raw material and commercial parts per section 8.6.6 Strip Report.

8.6.3.3 Aftermarket Support

A supplier's Repair and Maintenance entity must hold a regulatory approval and certificate, and where required, CAA approval of individual parts, in compliance with current local CAA regulations for the type and complexity of the work performed. The supplier must provide a copy of its regulatory approval certificates and approval limitation records or equivalent documents to Airbus Canada.

In addition, the supplier must be the holder of, and obtain as necessary, an equivalent regulatory approval issued by a foreign CAA, also known as 'dual release', in current and emerging major markets as they evolve for support of aircraft in the country of registry. Local and foreign CAA approvals are requisites in support of Airbus Canada worldwide customer repairs and maintenance.

An aeronautical part, including a rotatable part, subjected to maintenance and repair work provided to Airbus Canada or one of its representatives must be:

- Free of damage while remaining within its design limits (NOTE 1 & 2);
- Not traceable to or removed from an aircraft involved or suspected of being involved in an accident or incident.

All maintenance and repair work must be performed by an approved Class E – Maintenance Organization on the A220 ASL and be currently approved by a local civil aviation regulatory authority for the type of work executed.

NOTE 1: Repairs and maintenance are to be performed in accordance with Design Data approved or accepted by the CAA for which the component is being released to service.

NOTE 2: Ambiguous and/or missing repair instructions as well as out of scope repairs from Coordinate Measuring Machine (CMM) must be addressed with the related product Original Equipment Manufacturer (OEM). Evidence of addressed issues are to be kept on file by the Repair/Maintenance Organization.

8.6.4 Packing Slip

The supplier must provide two (2) copies of the packing slip, one (1) inside and one (1) outside the packaging of each shipment. All items, which are listed below, are considered mandatory items. When a portion of the items is absent from the Packing Slip, this will not be considered a non-conformance as long as those items are recorded on additional documentation supplied with the shipment:

- a) "Ship from" address (Supplier's name and address);
- b) "Ship to" address;
- c) Purchase order number (not applicable for BFE GS; for BFE GS the MSN is required);
- d) Part number shown on the purchase order;
- e) Shipment quantity;
- f) The Airbus Canada unit of measure;
- g) All serial numbers or quantities delivered (unit of measure per purchase order) by traceability number.

And, if it exists and/or is required by the purchase order:

- h) Purchase order line item number (not applicable for BFG GS; for BFE GS the MSN is required);
- i) Number of boxes for the purchase order line item;
- j) Supplier Top Drawing Number;
- k) Weight;
- l) Waybill number;
- m) Carrier;
- n) Advance shipping notice;

NOTE: No Packing Slip is required for Loadable Software Aircraft Parts (LSAP), as no physical part is received.

8.6.5 Direct Ship Authorization (DSA) and Direct Delivery Authorization (DDA)

When the need arises, Airbus Canada will supply DSA or limited DDA authorization to the supplier.

Per Airbus Canada's Distribution Services Agreement with SATAIR for A220 spare parts, orders placed by and/or shipped to SATAIR sites located in Washington, VA (US) and in Copenhagen (Denmark), are not subject to DSA.

A DSA delegates inspection of the part to the supplier, lists the conditions the supplier must meet, and provides Airbus Canada Statement of Conformity declaration.

DDA is a written authorization granted in accordance with European Aviation Safety Agency (EASA) regulations. The Production Organizations Approval supplier will make sure each product and part conform to its approved design and is in a condition for safe operation.

The supplier must maintain records and a proof of certification must accompany the delivered product and/or part:

- A proof of certification for a product and a part under the authority of DSA constitutes a C of C plus a copy of the DSA letter.
- A proof of certification for a product and a part under the authority of DDA constitutes an EASA Authorized Release Certificate (ARC).

NOTE: In both cases, the DSA or DDA authority must be indicated on the certificates.

8.6.5.1 Additional Requirements for Spares Delivery

When requested by Airbus Canada or when acting on a Direct Delivery Authorization (DDA), the supplier holding appropriate regulatory approval must provide an Authorized Release Certificate in accordance with domestic or foreign regulation requirements.

In the case where the supplier does not hold the appropriate regulatory approval, the supplier must provide, attached with the C of C, a copy of the drawing and the Conditions of Supply (COS) applicable to the respective parts, to allow Airbus Canada to verify the conformity of the products/parts in support to airworthiness certification activity.

8.6.6 **Strip Report**

Inspected, Tested, Overhauled, Repaired, No Fault Found, Adjusted, or Reworked products and parts must be returned to Airbus Canada with a strip report, including the following items, and compliant with current local Civil Aviation Authority (CAA) regulations, when required:

- a) A summary of work performed, including minor adjustment;
- b) A summary of the repairs;
- c) A list of replaced parts;
- d) Alteration performed;
- e) Tests performed;
- f) Approved documentation used (including maintenance manuals, service bulletins, approved drawings, etc.).

Reworked product is a product or part still under the control of Airbus Canada manufacturing. Maintenance and Repair rules do not apply.

Failure Analysis Report (FAR) – Further to strip reports and upon request either by purchase order or Request for Supplier Action (RSA), a FAR is to be provided to the applicable Airbus Canada representative thirty (30) days after receipt of the returned product(s). The FAR must address the following:

- a) Description of failure / event;
- b) Summary of analysis / activities to determine root cause;
- c) Corrective action taken / to be taken to eliminate risk of recurrences;
- d) Containment plan for product(s) or article(s) that remain at risk of failure;
- e) Summary of analysis determining potential risk with similar product lines;
- f) List of in service actions, if applicable.

NOTE: Per section 7.1 Documentation Records Requirements, strip report quality records must be available upon request. They are mandatory for approved Class E – Maintenance Organization.

8.6.7 Drop Shipment

When a change to the shipping destination shown on the contract is required, the sender and the recipient must use form F4.6-22 *Drop Shipment Advice and Receipt Acknowledgement* or the Advance Shipping Notice (ASN) electronic document where deployed.

For all drop shipment activities, Airbus Canada maintains responsibility for involved supplier approvals and traceability until reception at the receiving location.

8.7 CONTROL OF NONCONFORMING OUTPUTS

8.7.1 Notification of Product Quality Escape identified post-delivery

A Product Quality Escape is to be understood as any product(s) that has been released by an internal/external supplier or sub-tier supplier, that is subsequently identified to be, or suspected to be, nonconforming to an Airbus Canada product requirement that was applicable when the product was released.

The direct supplier to Airbus Canada, including distributors (NOTE 1) must:

- a) ensure Airbus Canada is immediately informed in case of Product Quality Escape(s) from their own facilities and their respective sub-tier suppliers (NOTE 2),
- b) notify any Product Quality Escape through a Notification of Escape (NOE) in line with the AS/EN9131 standard template (NOTE 3) by sharing the NOE to its Airbus Canada Procurement Organization Focal (SCQM) and to A220.product.integrity@airbus.com ,
- c) support investigation with Airbus Canada to identify Product Quality Escapes that could lead to an unsafe condition and provide assistance in dealing with any continuing airworthiness actions,
- d) upon closure of the non-conformity, provide a closing statement with the status of the non-conformant parts, as well as the status, if required, of the long-term corrective action.

Airbus Canada, as the Type Certificate (TC) holder of the aircraft, is the only organization having the empowerment and the responsibility to assess the impact of a Product Quality Escape on the final Aircraft and to manage all resulting continuing airworthiness actions.

NOTE 1: Distributors are responsible to communicate their supplier's notifications to Airbus Canada.

NOTE 2: The receiving supplier of a drop shipped component subjected to a NOE from the component manufacturer will be asked to provide the related component(s) traceability details.

NOTE 3: Suppliers with no access to the AS/EN9131 template can use Airbus Canada Form F4.6-31CS Airbus Canada Quality Escape Declaration.

8.7.1.1 Notification of Escape (NOE)

The supplier shall notify Airbus Canada of any Product Quality Escape through a Notification of Escape in line with the AS/EN9131.

The NOE must include as a minimum the following information:

- Document Identification;
- Document Reference Number;
- Revision/Issue;
- Identification of affected Product;
- Aircraft program(s): name/title of program, project, or model;
- Part number(s);
- Part name(s);
- Traceability References: Serial number, lot number, batch number, heat lot, manufacturing date, test reports, etc.
- Quantity of affected parts;
- Description of the nonconformity & disposition;
- A clear description of the non-conformity;
- Preliminary proposed disposition of non-conformity;
- Approval and acknowledgement;
- Originator signature with Originator's Company Name, Function;
- Customer signature with Customer's Function.

The NOE must be shared with the complete list of affected parts, which must include as a minimum the following information:

- Reference PO number and origin of PO
- Delivered quantity
- Shipping date and shipping address for each suspect serial number, lot number, manufacturing date, etc.

The following information is not mandatory, but will assist with Airbus Canada's internal analysis process:

- Inspection procedures, test data sheets with acceptance criteria, as required;
- Requirements for components/parts delivered to operators/client/repair stations, etc.;
- Potential impact on aircraft safety, if known;
- Statistical safety risk analysis (applicable to Line Replaceable Unit (LRUs), major components and structures that are proprietary vendor design parts/components);
- Root cause analysis (provide supporting data analysis);
- Corrective action implementation (effectivity serial number, lot number, data code, etc.);
- Long-term corrective action and preventive action must include details and schedules (provide evidence);
- Vendor Service Bulletin (where applicable).

NOTE: Reworked or repaired parts under NOE and returned to Airbus Canada facilities or sent directly to Operators must have a unique alphanumeric identifier (agreed upon with supplier and Airbus Canada). Marking shall be permanent and resistant to fuel and hydraulic fluid. Identifier and marking must be agreed to by the supplier and by Airbus Canada.

8.7.1.2 Turnaround time

If applicable, direct suppliers shall implement a process which respects the following:

- The turn-around time shall be four (4) hours for any non-conformance found on the FAL requiring disposition and repair/rework instructions from the Supplier's home site.
- The turn-around time shall be two (2) hours for any non-conformance found on the FAL requiring disposition and repair/rework instructions from the Supplier's satellite site.
- The turn-around time shall be one (1) hour for any non-conformance found in

the Pre-flight area of the FAL requiring disposition and repair/rework instructions from the Supplier's home site or Supplier's satellite site.

8.7.2 Material Review Board (MRB) Authority

No supplier is authorized to perform a disposition of major non-conformances. All major non-conformances must be submitted to Airbus Canada using the non-conformance management tool as defined in section 8.7.4 Non-Conformance.

Class A suppliers with quality and engineering capability to perform a disposition of minor disposition minor non-conformances and who have access to the applicable A220 program design engineering data, may submit an MRB plan in order to obtain MRB delegation authority.

Class B suppliers are granted MRB authority for minor non-conformances, without further requirements.

At any time and at the sole discretion of Airbus Canada, a supplier without Regulatory Design Approval may be required to submit an MRB plan for review and approval in order to maintain MRB delegation authority.

Class F suppliers must submit an MRB plan in order to obtain MRB authority.

Requirements for obtaining MRB authority are defined in QD4.6-60CS - Requirements for development Programs Major Suppliers & AM6040.02.03.05 MRB Delegation of Suppliers & AM6040.02.01.05 Customer Support Notification Criteria.

All suppliers with MRB authority (including Class B suppliers) must document the dispositions in accordance with their procedures.

Suppliers without MRB authority must submit all NCRs for disposition as defined in section 8.7.4. Non-Conformance. Suppliers are encouraged to propose a disposition when submitting an NCR. Supplier delegation of MRB authority to sub-tier suppliers is not authorized without obtaining prior approval from the Airbus Canada Supplier Quality Assurance and Liaison Engineering groups.

8.7.3 Items Returned to the Supplier for Repair or Rework

Items returned for repair or rework (refer to section 8.6.6 Strip Report) must be returned to new condition and all applicable requirements including a strip report as required must be provided.

Items determined to be No Fault Found (NFF), where supplier is not able to validate rejection, require written authorization through the contract authority prior to returning the part.

Multiple NFFs (three (3) or more) or Dead On Arrival (DOA) (two (2) or more) on the same unit will be discarded for permanent non-acceptance at supplier's cost. The supplier is expected to initiate a continuous improvement project when experiencing multiple NFFs or DOAs on the same part number or family of parts.

8.7.3.1 Items Reworked by the Supplier within the Airbus Canada Facility

Rejected item(s) by Airbus Canada Quality Organization that are reworked by the supplier's representative within Airbus Canada facilities, remain under the applicable Airbus Canada Logistics Organization control.

For rejections requiring the supplier's disposition for the rework, the disposition must be provided in the NCR via the A220 Non-Conformance Management System.

When the rework is successfully completed, the supplier's representative will perform his buyoff. The supplier's representative buyoff will constitute the conformity statement for the rework. As a minimum, the supplier's representative buyoff text must include a statement that the rework was completed per engineering disposition.

Supplier to conform to section 7.2 Supplier Resources Working Within Airbus Canada Facilities.

8.7.4 Non-Conformances

Suppliers must have a non-conformance process that complies to AS/ENJISQ/KSQ9100, ISO 9001 or equivalent

Direct suppliers and BFE GS must register to the Supplier Portal and assign quality personnel to use the non-conformance management functionality. Training on how to use the tool for submitting non-conformances is provided through the Supplier Portal help.

Suppliers must create their NCRs via the Supplier Portal or NCMS (NOTE 1). Once completed by the supplier, the NCR will be submitted into the electronic Non-Conformance Management System (NCMS). From there, NCR disposition will be returned to the supplier via the Supplier Portal. At any time in the NCR process the supplier may be requested to:

- Provide more information on an NCR;
- Propose a disposition on an NCR;
- Modify a disposition that the supplier had previously proposed on an NCR;
- Approve or reject a disposition on an NCR;
- Carry on an NCR disposition (this activity is referred to in the Supplier Portal as "Buyoff").

Shipping is not authorized until the NCR disposition has been received and performed or is granted by Airbus Canada via completed form QMSF-09-10-02 *Authorization to Ship Request (ATS)* in conjunction, if applicable, with Airbus Canada internal "Outstanding Work Directives (Process & Requirements)".

Form QMSF-09-10-02 *Authorization to Ship Request (ATS)* for Open NCR or incomplete product or article must be submitted electronically through the Supplier Portal. If applicable, the supplier must carry out instructions as stipulated on returned form to Airbus Canada.

NCRs may result in a Request for Supplier Action (RSA) on corrective actions. These requests for a supplier using the supplier portal will be transmitted using the Supplier Portal.

For suppliers not yet using the Supplier Portal:

- The electronic NCR form F8960-1CS *Non-Conformance Report* must be transmitted via email to the contract authority. The NCR disposition will be emailed back to the supplier. The completed NCR must be included as part of the delivery documentation (refer to section 8.6.1). For corrective actions, paper RSA form F4.6-21 *Request for Supplier Action* will be used as described in the forms section of this document.

NOTE 1: NCR identified as Customer Support Notification (CSN) must be transmitted using the Supplier Portal or NCMS.

9 PERFORMANCE EVALUATION (SECTION 9 OF STD)

Performance Evaluation requirements from the AS/ENJISQ/KSQ9100, AS/EN/SJAC9120 or ISO 9001 standards, as applicable to the activities being performed, as well as those provided herein apply to all approved suppliers.

9.1 INSPECTION

The supplier is responsible for performing inspection to ensure conformance to requirements is met when delivering products or parts.

Airbus Canada reserves the right to inspect products, parts and/or records at any time and place to verify conformance.

9.1.1 Quality Standard (QS)

A Quality Standard defines the quality characteristics of a finished product that do not affect form, fit or function of a product. These characteristics must be complied with in order to consistently meet or exceed customer expectations.

The QS may also define the methods and facilities needed to evaluate these quality characteristics, the type of records required, and establish the methods needed to control and maintain product quality until delivery.

Suppliers involved in the manufacturing of the following workpack commodities, must ensure to meet the specific quality requirements defined in these documents, as applicable for its product(s):

- Cabins;
- Structures;
- Systems and Propulsion;

Refer to A220 Supplier Quality Assurance webpage: <https://supplier.aero.bombardier.com/A220-SQA/> for the listing of A220 Quality Standards.

9.2 MAJOR INSPECTION

Inspection of characteristics that cannot be verified except by destructive test of each article or extensive disassembly. Airbus Canada recognizes critical processes, defined by engineering specifications (A2PS), as processes requiring major inspection delegation.

9.2.1 Re-Delegation of Inspection Authority

Delegation to sub-tier suppliers is not authorized for major inspections. Only Airbus Canada approved suppliers to the relevant critical process specifications, as listed on the A220 ASL, are authorized for major inspections.

The supplier is solely responsible for conformance to requirements, including all activities of its sub-tier suppliers.

9.3 AUTHORIZED CATEGORY 8 INSPECTOR

When requested by the Airbus Canada organization to have a Category 8 Inspector within a supplier's manufacturing environment or a supplier dedicated distribution environment, the supplier must follow the applicable document *ASQR4.6-9 Supplier Authorized Inspector Personnel*.

9.4 QUALITY GATE

When required, the Supplier shall operate the Quality Gate (QG) process in line with Airbus Canada document QMS-09-07 *Quality Gate for External Supplier*, including an Early Warning system, and sign the related Quality Gate Agreement, containing the details of each Quality Gate. The agreement for the Quality Gate must be reviewed at least on a yearly basis or on demand upon program constraints and/or changed objectives.

10 IMPROVEMENT (SECTION 10 OF STD)

Improvement requirements from the AS/ENJISQ/KSQ9100, AS/EN/SJAC9120 or ISO 9001 standards, as applicable to the activities being performed, as well as those provided herein, apply to all approved suppliers. Airbus Canada reserves the right to utilize Airbus personnel and processes to work, support and perform activities as, but not limited to:

- Manage on time and on quality deliveries;
- Manage industrial audit;
- Analyze supplier performance picture;
- Support procurement strategy by performing strategic suppliers' development;
- Implement/support Procurement strategy defined by Multi-Functional Team (MFT) (incl. supplier development);
- Contribution to feedback on Sub-Commodity strategy recommendation;
- Monitor, report and ensure supplier performances improvement (deliveries/quality);
- Manage supply chain risks by performing supplier capacity or capability assessments;
- Raise risks, actions follow-up, reporting and escalation in case of deviation to industrial target;
- Secure deliveries by performing supplier recoveries when needed.

11 QUALITY CONTROL

11.1 AUDIT

11.1.1 Airbus Canada Quality Assurance is responsible for conducting an audit of the entire *A220 Supplier Quality Requirements documentation* within 3 years of its implementation, in accordance with QAPI 3.8.8.1CS *Audit Program* (internal documentation), to demonstrate its effectiveness.

11.1.2 Supplier Quality Assurance (SQA) is responsible for providing A220 Quality Assurance Audit function with an appropriate corrective plan to address any Corrective Action Request (CAR) and resolve any non-conformity raised during this audit, in accordance with QAPI 3.8.8.1CS *Audit Program*.

12 REFERENCES

TCCA CAR 561
FAA 14 CFR Part 21 Subpart G

EASA Part 21 Subpart G
AS/ENJISQ/KSQ9100

AS/EN/SJAC9102

*Manufacture of Aeronautical Products
Production Certificates, and Subpart K
Parts Manufacturer Approval
Production Organization Approval
Quality Management Systems –
Requirements for Aviation, Space and
Defense organizations
Aerospace First Article Inspection
Requirement*

AS/EN/SJAC9120	<i>Quality Management Systems – Requirements for Aviation, Space and Defense Distributors</i>
ISO 9001	<i>Quality Management Systems – Requirements</i>
ISO 17025	<i>General requirements for the competence of testing and calibration laboratories</i>
Nadcap	<i>Industry-managed approach to conformity assessment</i>
AM3010.03.86.01	<i>Supplier Quality Product Plan (QPP) Requirements</i>
AM3010.03.86.02 AM3010.03.86.03	<i>Process Capability Proofing Report Key Characteristics, Critical Interface Points & Process Capability Report</i>
AM3010.03.86.04	<i>Failure Modes and Effects Analysis (FMEA)</i>
AM3010.03.86.05	<i>Delivery Data Package</i>
AM6010.03.03.09	<i>Configuration Management Requirement for Vendor Approval</i>
AM4050.02.02.13	<i>Data Exchange Procedure</i>
AM6040.02.03.05	<i>MRB Delegation of Supplier</i>
AM6040.02.01.05	<i>Customer Support Notification Criteria</i>
AM6010.03.03.17	<i>Notification of Change (NOC)</i>
AM10012.08 series	<i>Suppliers Data Exchange</i>
ASQR4.6-9	<i>Supplier Authorized Inspector Personnel</i>
QMS-09-07	<i>Quality Gate for External Supplier</i>
A2ERD GEN-018	<i>A220 Engineering Requirements Document</i>
QDA.6-60CS	<i>Requirements for development Programs Major Suppliers</i>
QMS-09-10-01 (previously F4.6-24)	<i>Source Inspection Invoke/Revoke</i>
QMS-09-10-02 (previously F4.6-20)	<i>Authorization to Ship Request (ATS)</i>
QMSF-09-01-01	<i>List of controlled process specifications</i>
F4.6-21CS	<i>Request for Supplier Action</i>
F4.6-22CS	<i>Drop Shipment Advice and Receipt Acknowledgement</i>
F4.6-31CS	<i>Airbus Canada Quality Escape Declaration</i>
F8960-1CS	<i>Non-Conformance Report (NCR) Form</i>

ACT0338

*Supplier As-Built Conformity List and
Serialization Data*

List of forms referred to in this document are available at <http://supplier.aero.bombardier.com/A220-SQA>

13 DEFINITIONS, ACRONYMS AND ABBREVIATIONS

13.1 DEFINITIONS

TERM	DEFINITION
Aeronautical Product	An aircraft, aircraft engine or propeller, or a subassembly, appliance, material, part, or component to be installed thereon. Reference: TCCA
Aircraft Products & Services	Products and services destined to be an inherent or integral part of an aircraft's configuration, or component thereof, at the time of delivery or completion. An experimental installation that forms part of the aircraft's configuration and, if and when delivered, requires approval.
Assessment	An evaluation of the supplier's documentation and history data.
Audit	An evaluation to determine the supplier's compliance to a standard or a specification.
Catalog Item	Items are defined as hardware purchased according to the manufacturer's part number.
Condition Of Supply (COS) Or Etat De Livraison (EDL)	The condition of supply is a manufacturing-generated addendum to the Engineering drawing. The EDL describes the difference between the "as designed" product and the "as built" product.
Contract	A Contract represents a written agreement between Airbus Canada and a supplier in the form of either a Contract and/or a Purchase Order.
Controlled Process Specifications	In addition to special processes and critical processes, controlled process specifications include all processes identified by Airbus Canada as requiring certification, qualification and/or approval.
Corrective Action	Action taken to eliminate the causes of an existing non-conformance, defect or other situation in order to prevent recurrence.
Direct Delivery Authorization	The Direct Delivery Authorization is an authorization, utilized in the In-Service environment, from Airbus Canada to allow European suppliers, including SOCD/PCD and OEM providers,

	for all products produced for the aircraft type, to ship products directly to the Airbus Canada customers.
Direct Ship Authorization	The Direct Ship Authorization is an authorization, utilized in the In-Service environment, from Airbus Canada to allow the supplier that does not have PMA or TSO approval to ship specifically defined products directly to the customer named in the Airbus Canada Purchase Order issued to the supplier.
Drawings	Their purpose is to concisely and unambiguously cover the Engineering design information required to produce designed products. Note: Drawings define the completed condition of a part or assembly. They do not specify how an item shall be manufactured.
Drop Shipment	The Drop Shipment is an authorization, utilized in the Manufacturing environment, from Airbus Canada to allow the supplier to ship specifically described products when there is a deviation to the predetermined shipping destination shown on the Airbus Canada Purchase order.
Hardware	Products that are called up on the Airbus Canada drawings, specifications or standards, such as but not limited to; MS, NAS, AN, S and B, minor catalog items, that by design become an incorporated part of the Airbus Canada design structure. They are also known as standard parts and are controlled by specifications. These products do not require FAIR if not specifically required per applicable specification or drawing.
Inactivation / Inactivated	Refers to a supplier no longer approved by Airbus Canada. It is prohibited to procure from this supplier unless a complete re-approval is performed by Supplier Quality Assurance. Inactivation shall be communicated within Airbus Canada only.
Laboratory	A supplier that performs testing of various materials, processes, finished parts and/or provides calibration services.
Limitation	Limiting condition imposed on a supplier to prevent the execution or distribution of an element or aspect of work, which could be considered as substandard and not satisfying stated requirements.
Life-Limited	A life-limited equipment is a product that shall not be older than X months on receipt, Y months at installation and Z months at delivery. It includes oxygen bottles, explosive cartridges, life vests, batteries, etc.
Major Non-Conformance	A non-conformance that cannot be completely eliminated by rework or reduced to a Minor non-conformance by repair, and that adversely affects performance, strength, durability and damage tolerance, reliability, interchangeability, effective use, operational weight, appearance (where a factor), health or safety, and interface with other components.

Major Supplier	A Major Supplier shall apply to a company or its successors that have entered into a contractual agreement with Airbus Canada to design and/or manufacture components.
Manufacturing Location	A supplier's manufacturing facility located at a specific address as approved by Supplier Quality Assurance and listed on Airbus Canada's Approved Suppliers Listing (A220 ASL).
Material Review Board (MRB)	A board consisting of representatives of the Engineering and Quality departments that meets to dispose of non-conforming products.
Minor Non-Conformance	A non-conformance other than described for major non-conformance.
Nomenclature Number	Engineering product structure, which is supported by engineering drawing and identified on the contractual document.
Nadcap	A global cooperative accreditation program for aerospace engineering, defense and related industries.
Nonconforming Product	Product with at least one characteristic that differs from the applicable requirements including the Contract requirements, specifications and/or drawings.
Notification Of Change (NOC)	The Notification of Change procedure is a process where a supplier notifies Airbus Canada of changes that are being requested by the supplier or Sub-tier supplier.
Open NCR	An Open NCR is defined as an NCR with: a) No disposition or, b) Disposition instructions not carried out or, c) No Airbus Canada quality signature or, d) Disposition requiring a verification at next assembly.
Operator	Generally known as a party that purchases an Airbus Canada product, ex. an airline company.
Parts Manufacturer Approval	(PMA) An approval issued by the FAA, allowing the supplier/original equipment manufacturer (OEM) to sell and ship new equipment directly to the aircraft operator.
Process Material	Materials that are used in the processing of all products associated with a structure but that do not become an incorporated part of the structure (e.g. chemicals used for processing solutions make up and adjustment). Such materials are usually controlled by specifications.
Procurement Control Drawing (PCD)	A procurement control drawing, as defined in ASME Y14.24M, provides criteria for performance acceptance and identification of purchased items by disclosing the engineering design characteristics required for qualification, control of interfaces, and to ensure repeatability of performance. PCD include but are not limited to: AID, SOCD.
Product	General term used to define approved supplied goods and/or services to Airbus Canada.
Quality Document (QD)	A series of Airbus Canada documents, relating to additional Quality requirements applicable to suppliers.

Quality Standard (QS)	A series of Airbus Canada documents, complementary to approved Engineering Standards, intended to harmonize interpretation during Quality Control activities.
Raw Material	Products that are called for directly on the Airbus Canada Engineering drawings or in associated material process specifications, and that by design become an incorporated part of the Airbus Canada design structure (e.g. aluminum sheet or plate, paint, sealant, castings, forgings, etc.). Such materials are controlled by specifications.
Regulatory Authority	A National Aviation Authority (NAA). For example: in Canada - Transport Canada Civil Aviation (TCCA); U.S.A. - Federal Aviation Administration (FAA); Europe - Joint Airworthiness Authority (JAA) and European Aviation Safety Agency (EASA).
Repair And Maintenance	A supplier that performs maintenance or repair of equipment in accordance with manufacturer or customer data under specific regulatory certificate approval. This supplier may be an Original Equipment Manufacturer (OEM).
Repaired Product	A non-conforming product that has been subjected to a process designed to reduce but not completely eliminate the non-conformance.
Reworked Product	A non-conforming product that has been subjected to a process designed to restore all non-conforming characteristics to the requirements of the Contract, specifications and/or drawings. All suppliers are authorized to rework non-conforming products.
Shelf Life	The amount of time a perishable material can be stored under specified environmental conditions and continue to meet all applicable specification requirements.
Ship From	The facility from which a supplier's requested products are shipped. Depending with whom an order was placed, the facility in question may be a distributor or manufacturer, supplier or a sub-tier supplier.
Source Control Drawing (SOCD)	SOCD drawings are used to define an existing commercial item or supplier-developed item that has been qualified as exclusively providing the performance, installation and interchangeability characteristics required for one or more specific critical applications stated on the SOCD.
Standard Parts	Products that are called up on the Airbus Canada Engineering drawings, specifications or standards, and that, by design, become an incorporated part of the Airbus Canada design structure (i.e. nut, screw, bolt, electrical connector, fitting, standard bushing, etc.). They are also known as Hardware and are controlled by specifications.
Specification	A controlled/uncontrolled Airbus Canada process, laboratory standard, customer or military or industry process.
Sub-Tier Supplier	A supplier dealing with Airbus Canada's Supplier.
Supplier Classification	A means of categorizing suppliers according to specific approval and documentation requirements.

13.2 LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Description
ABCL	As Built Configuration List
ADL	Airbus Canada Disclosure Letter
AM	Airbus Canada Manual
APU	Auxiliary Power Unit
ARC	Authorized Release Certificate
ASN	Advance Shipping Notice
ASQR	A220 Suppliers Quality Requirements
ASTM	American Society for Testing and Materials
ATS	Authorization to Ship
A2EMM or EMC	A220 Engineering Material Control Manual / Engineering Materials Control Manual
A2ERD	A220 Engineering Requirement Document
A2MS	A220 Material Specification
A2PS	A220 Process Specification
A220 ASL	A220 Approved Suppliers Listing
BFE	Buyer Furnished Equipment
CAA	Civil Aviation Authority
CAAC	Civil Aviation Authority of China
CAR	Corrective Action Request
CFR	Code of Federal Regulations
CMM	Coordinate Measuring Machine
C of C	Certificate of Conformance
COS	Condition Of Supply
COTS	Commercial Off The Shelf
CRB	Certification/Registration Body

Acronym	Description
CSN	Customer Support Notification
DID	Data Item Description
DDA	Direct Delivery Authorization
DOA	Dead On Arrival (Repairs or Rework)
DSA	Direct Ship Authorization
EASA	European Aviation Safety Agency
EMCM or A2EMM	Engineering Materials Control Manual / A220 Engineering Material Control Manual
ERP	Enterprise Resource Planning
FAA	Federal Aviation Administration
FAI	First Article Inspection
FAIR	First Article Inspection Report
FAR	Federal Aviation Regulations and/or Failure Analysis Report
FMEA	Failure Modes and Effects Analysis
GSE	Ground Support Equipment
IAQG	International Aerospace Quality Group
ISO	International Organization for Standardization
LRU	Line Replacement Unit
LSAP	Loadable Software Aircraft Part
MFT	Multi-Functional Team
MOD	Modification (status)
MRB	Material Review Board
MSDS or SDS	Material Safety Data Sheet
NAA	National Aviation Authority
NCMS	Non-Conformance Management System
NCR	Non-Conformance Report
NFF	No Fault Found

Acronym	Description
NOC	Notice of change
OEM	Original Equipment Manufacturer
OASIS	Online Aerospace Supplier Information System (by IAQG)
PAH	Production Approval Holder
PCD	Procurement Control Drawing
PO	Purchase Order
PPAP	Production Part Approval Process
PRI	Performance Review Institute
QAD	Quality Assurance Directive
QD	Quality Document
QMS	Quality Management System
QPL	Qualified Products List
QPP	Quality Product Plan
QS	Quality Standard
RSA	Request for Supplier Action
SCR	Supplier Control Review
SDS or MSDS	Safety Data Sheet
SNC	Supplier Network Collaboration
SQA	Supplier Quality Assurance
TCCA	Transport Canada Civil Aviation
VNCR	Vendor Non-Conformance Report

APPENDIX A - SOURCE OF SUPPLY

1st column contains the type of Article or Service to be procured.

2nd column contains acceptable sources of supply.

3rd column contains the supplier class to whom the requirements are applicable.

Article / Processes	Approved Sources of Supply	Applicability
<p>A220 Controlled Process Specifications</p> <p>https://supplier.aero.bombardier.com/A220_isupply/</p>	<p>A220 controlled processes must be performed only by suppliers listed in the A220 Program Approved Suppliers Listing (A220 ASL) on the Internet at www.Airbus.com > Suppliers > Commercial Aircraft > Procurement data quality – Approved Supplier Lists > A220 Program Approved Suppliers List</p>	A, F
<p>Other A220 Process Specifications</p>	<p>Non-controlled processes do not require specific approval. Supplier Sourcing may select any sub-tier supplier. The selected supplier must comply with all the applicable requirements from the non-controlled A220 process specification.</p>	A, F
<p>Hardware and Catalog Items</p>	<p>Hardware and catalog items must be purchased only from manufacturers listed on the A220 ASL.</p> <p>Supplier's distributors, if any, do not require approval, provided the distributor purchased from an approved manufacturer.</p> <p>When QPL qualification is required, hardware and catalog items must only be purchased from a QPL manufacturer.</p> <p>When specified by the QPL, an authorized distributor must be used.</p>	A, D, F
<p>Raw Materials</p>	<p>Raw materials must be purchased only from manufacturers listed on the A220 ASL and on the A2EMM-001.</p> <p>Process materials controlled by A2EMM-001, other than manufacturer codes 1198 or 1200, must be purchased only from manufacturers listed on both the A2EMM-001 and the A220 ASL.</p> <p>It is the material user's responsibility to ensure that the following A2EMM-001 material requirements are met:</p> <ul style="list-style-type: none"> • Purchased from approved manufacturer with applicable purchase conditions; • Monitoring tests at reception are performed at the defined frequency by a laboratory approved to the relevant field(s) of A2ERD GEN-018. However, trained and certified Quality personnel may perform visual, dimensional and functional tests (e.g. visual inspection, condition in container, dry time, appearance, color, viscosity, thickness, distortion test, etc.); • Shelf Life usage and storage conditions. <p>Manufacturers of A2PS Miscellaneous Materials not controlled by A2EMM-001 do not need to appear on the A220 ASL. Supplier's distributors, if any, do not require approval, provided the distributor purchased from an approved manufacturer.</p>	A, D, F

Article / Processes	Approved Sources Of Supply	Applicability
Source Control Drawing or A or B Standards	Procurement & Source Control Drawings as well as 'A-Standard' or inherited B-Standard) parts must be purchased only from suppliers listed in the Engineering data (AM, DSC, A or B standard) and on the A220 ASL.	A, D, F
Specification Control Drawing	Specification Control Drawing parts must be purchased only from equipment suppliers listed on the A220 ASL.	A, F

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A220 Supplier Quality Requirements Validation Report

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