



<b>Number:</b> SB17-159	<b>Issue Date:</b> May 8, 2017	<b>Effective Date:</b> May 1, 2017
<b>Subject:</b> Q29 PO Note Update - Acceptance Authority Media (AAM)		

<b>Applies to:</b>	All BCA Suppliers / Partners			<b>Category:</b>	<input checked="" type="checkbox"/> Urgent <input type="checkbox"/> Routine <input type="checkbox"/> Action	<input checked="" type="checkbox"/> Change <input type="checkbox"/> Training <input type="checkbox"/> Info Only	
<b>Applicable AP:</b>	<input checked="" type="checkbox"/> All Models	<input type="checkbox"/> 737	<input type="checkbox"/> 747	<input type="checkbox"/> 767	<input type="checkbox"/> 777	<input type="checkbox"/> 787	<input type="checkbox"/> _____
Boeing Proprietary: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			Additional information provided as attachments to Bulletin : YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>				

**Purpose:** To notify all BCA suppliers for AAM requirement added to X31764 form.

**Background:** In 2015, Boeing Commercial Airplanes (BCA) received a finding from the FAA for failure to adequately control suppliers in the application of “Acceptance Authority Media (AAM)” – also known as Quality Inspection stamping. This bulletin is to reinforce the AAM requirements as defined in the 14CFR and the AS9100 and to support a long term corrective action for BCA and its supply chain.

**Bulletin:** The following is added to the X31764 form:

Application of Acceptance Authority Media (AAM)

Seller shall comply with the AS/EN/JISQ 9100 requirements and 14CFR Part 21.2 regarding the application of the Acceptance Authority Media (AAM) requirements.

Seller shall, within its organization and its supply chain, ensure that the use of AAM is clearly defined within its Quality Management System (QMS).

Seller shall, upon Boeing request, be able to demonstrate evidence of communication to its employees and to its supply chain; use of AAM must be considered as a personal warranty of compliance and conformity.

Seller shall maintain compliance to the AAM requirements by assessing its process and supply chain as part of its internal audit activities. The areas of focus of this assessment shall include but not limited to:

- Authority Media Application Errors (i.e. Omission, Typos, Legibility, etc.)
- Authority Media Application Untimely Use (i.e. Documentation is not completed as planned, “Stamp/Sign as you go”, etc.)
- Authority Media Application Misrepresentation (i.e., Uncertified personnel, Falsification of documentation, Work not performed as planned, etc.)
- Authority Media Application Training Deficiencies (i.e. Ethics, Culture awareness, Proper use of authority media, etc.)

Action Required:

- Seller to ensure compliance to the above requirements
- Seller to communicate the above requirements to its employees and to its supply chain
- Seller to perform an internal audit by June 30th, 2017 to ensure compliance to AAM requirements
- Seller to document and make the internal audit records and the communication to its supply chain available for Boeing review

**Reference:** Boeing Letter - AAM Compliance dated April 8, 2016.

**Compliance Requirements:** YES  NO

Subject Matter Expert (SME/Bulletin Originator)  
Name: **Nicolas Chapeau** Phone: 425-294-2064  
Bulletin Contact (If other than SME) (N/A )

**Approvals:**

SME/Originator's Manager

Name: **John Lunardi**

Supplier Management (SM) Manager (Same as SME Mgr. )

Name: **Kalli Wilson**

SM Contracts (N/A )

Name: **Kalli Wilson**

Should any discrepancies exist between the information contained in this Bulletin and Boeing Company Policies, Procedures and Process writings, Contracts, or other official Documents whether incorporated by reference or not, Boeing Company Policies, Procedures and Process writings, Contracts, or other official Documents shall take precedence. Bulletin recipients are responsible for understanding and complying with any Boeing Contracts/Agreements, Boeing Company Policies, Procedures, or other documents that may be associated, or related to the information content of this Bulletin.

**Acronyms:**

AMM Acceptance Authority Media

BCA Boeing Commercial Airlines

QMS Quality Management System

**ADDITIONAL QUALITY ASSURANCE REQUIREMENTS** – The below terms and conditions supplement the quality assurance provisions set forth in GTA Section 8 or Simple Terms Contract, as applicable.

## **SECTION 1 - Quality System**

Seller shall maintain an accredited Industry Controlled Other Party (ICOP) certification to the applicable Aerospace Standard(s) stated below including equivalent international aerospace standard(s).

Seller shall ensure compliance with D6-82479 "Boeing's Quality Management System (BQMS) Requirements for Suppliers" as may be revised from time to time, including Section 2 requirements for Boeing Recognition of Quality Management System Accredited Certification, Section 3 Supplemental Boeing Quality Requirements and the applicable appendices and addenda contained herein.

Boeing reserves the right to make final determination of Seller's compliance to the below aerospace standards.

Seller shall achieve and maintain a quality management system (BQMS) acceptable to Boeing for Products procured under this Agreement. Seller may view additional BQMS information by selecting "Supplier Quality" from the menu bar of "Doing Business with Boeing" home page located at the following URL address: <http://www.boeingsuppliers.com>. When entering the URL, use lower case letters only.

All work performed by Seller shall be in accordance with one or more of the below listed Aerospace Standards. The Aerospace Standard(s) applicable to Seller's statement of work is determined by Boeing Purchase Order (PO) Note or Quality Clause set forth by Boeing purchase contract or purchase order.

Aerospace Standards and applicable PO Notes or Quality Clauses:

- Document AS9100 "Quality Management Systems – Requirements for Aviation, Space and Defense Organizations" as may be revised from time to time, which is incorporated herein and made a part hereof by this reference. Any one of the following PO Notes apply AS9100 certification to the Seller: Q20, Q21, Q22, Q23 and Q29. For CAS Long Beach/Seal Beach, any one of the following Quality Clauses apply AS9100 certification to Seller: 6024, 6025, 6043, and 6044.
- Document AS9110 "Quality Management Systems - Requirements for Aviation Maintenance Organizations" as may be revised from time to time, which is incorporated herein and made a part hereof by this reference. Any one of the following PO Notes used in conjunction with PO Note Q01 apply AS9110 certification to the Seller: Q41, Q42, Q43, Q44, Q45, Q46 and Q47.
- Document AS9120 "Quality Management Systems - Requirements for Aviation, Space and Defense Distributors" as may be revised from time to time, which is incorporated herein and made a part hereof by this reference. PO Note Q33 applies AS9120 certification to the Seller. For CAS Long Beach/Seal Beach Quality Clause 6022 applies AS9120 certification to Seller.
- Document AS9103, "Aerospace Series– Quality Management Systems - Variation Management of Key Characteristics" as may be revised from time to time, which is incorporated herein and made a part hereof by this reference. PO Note Q22 in conjunction with Q29 applies AS9103 certification to the Seller. For CAS Long Beach/Seal Beach Quality Clause 6043 applies AS9103 certification to Seller.

Document AS9115, "Quality Management Systems – Requirements for Aviation, Space and Defense Organizations – Deliverable Software" as may be revised from time to time, which is incorporated herein and made a part hereof by this reference. PO Note Q20 in conjunction with Q29 applies AS9115 certification to the Seller. For CAS Long Beach/Seal Beach Quality Clause 6024 applies AS9115 certification to Seller

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

## **Application of Acceptance Authority Media (AAM)**

Seller shall comply with the AS/EN/JISQ 9100 requirements and 14CFR Part 21.2 regarding the application of the Acceptance Authority Media (AAM) requirements.

Seller shall, within its organization and its supply chain, ensure that the use of AAM is clearly defined within its Quality Management System (QMS).

Seller shall, upon Boeing request, be able to demonstrate evidence of communication to its employees and to its supply chain; use of AAM must be considered as a personal warranty of compliance and conformity.



## QUALITY PURCHASING DATA REQUIREMENTS (BCA)

Seller shall maintain compliance to the AAM requirements by assessing its process and supply chain as part of its internal audit activities. The areas of focus of this assessment shall include but not limited to:

- Authority Media Application Errors (i.e. Omission, Typos, Legibility, etc.)
- Authority Media Application Untimely Use (i.e. Documentation is not completed as planned, "Stamp/Sign as you go", etc.)
- Authority Media Application Misrepresentation (i.e., uncertified personnel, Falsification of documentation, Work not performed as planned, etc.)
- Authority Media Application Training Deficiencies (i.e. Ethics, Culture awareness, Proper Use of authority media, etc.)

### **SECTION 2 - Production Certificate and Business Requirements – General**

**English Language:** When specifically requested by Boeing, Seller shall make specified quality data and/or approved design data available in the English language.

**Quality Metrics & Reporting:** When requested by Boeing, Seller agrees to work with Boeing to develop and implement processes designed to improve Seller's quality performance during the entire Product life cycle. Processes for improvement shall include sufficient detail to allow Boeing to evaluate Seller's progress. When requested by Boeing, Seller agrees to share performance data including but not limited to design, production and in-service support data.

**Seller's Inspection:** Seller shall inspect or otherwise verify that all Products or Services, including those components procured from or furnished by subcontractors or suppliers or Boeing, shall comply with the requirements of the Order prior to shipment to Boeing or Customer. Seller shall be responsible for all tests and inspections of the Product during receiving, manufacture and Seller's final inspection. Seller agrees to furnish copies of test and/or control data upon request from Boeing's Procurement Representative.

**Seller's Inspection Requirements:** Seller shall perform 100% inspection for in-process and final inspection, or Seller shall conform to requirements of document D1-8007 "Requirements for Supplier Statistical Plans" as may be amended from time to time. With the exception noted herein Seller's statistical sampling procedure/plan conformance to D1-8007 will constitute Boeing Quality approval.

Note: Any characteristics identified in the design documentation as "Safety" or "Critical" (or "Safety Critical," et al.) characteristics shall not be accepted using statistical product acceptance methods unless prior written authorization is granted by the specific Boeing design authority, or the method for acceptance is specifically defined in the design documentation. A "Safety" or "Critical" (or "Safety Critical," et al.) characteristic is defined as a characteristic designated by the design authority, where the responsibility for its definition is outside the scope of recommended practice ARP9013.

Buyer reserves the right to disallow a supplier's statistical methods for product acceptance for specific sites/ programs, parts or characteristics, and to conduct surveillance at Seller's facility to assess conformance to the requirements of document D1-8007, available at <https://suppliers.boeing.com> within the "Supplier Quality" webpage.

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

**Supplier Funded Source Inspection:** If the Seller fails to achieve and maintain Bronze quality acceptance rate for BCA as shown in Boeing Enterprise Supplier Tool (BEST) or its equivalent, the Seller may be subject to Supplier Funded Source Inspection (SFSI). Furthermore, without regard to BEST or equivalent metrics, if upon Boeing's determination, after coordination with Seller, that Seller's quality failures represent a chronic or substantial impact to Boeing, then SFSI may be implemented at Boeing discretion. SFSI may be implemented in



## QUALITY PURCHASING DATA REQUIREMENTS (BCA)

accordance with any of the following steps:

- A. Obtaining source inspection from a Boeing-qualified contractor at Seller's own expense;
- B. Reimbursing Boeing for reasonable Boeing costs incurred at the point of manufacture (i.e. Seller's site) to verify product conformance;
- C. Reimburse Boeing for reasonable Boeing costs incurred at the point of receipt to verify product conformance.

Note: The Seller's BEST or equivalent quality acceptance rate is a calculation of the ratio of acceptable units delivered to the total units delivered, or an alternate criteria quality acceptance rating, equivalent to 100% as defined by the contracting Boeing site(s).

**Verification of Corrective Action:** When Boeing notifies Seller of a detected nonconformance, Seller shall immediately take action to eliminate the nonconformance on all products in Seller's control. Seller shall also maintain on file verification that root cause corrective action has occurred and has resolved the subject condition. At the specific request of Boeing, this verification shall occur for the next five (5) shipments after implementation of the corrective action to ensure detected nonconformance has been eliminated. Boeing reserves the right to review the verification data at Seller's facility or have the data submitted to Boeing.

**Corrective Action Report:** Where Seller is requested to submit a corrective action report, Seller shall submit its response within ten (10) days of receipt of such request unless an extension is otherwise provided by Boeing. When the corrective action report requested is for an Immediate Containment (IC) report, Seller shall submit its response within three (3) days of receipt of such request. Any corrective action report submitted to Boeing shall be in the format specified by Boeing. If after submittal to Boeing, Seller determines need for revision, Seller shall immediately notify Boeing of such revision. In the event Seller is unable to respond within the allotted ten day time frame, Seller shall submit a written request for extension which shall include the reason for the extension request and the time need to complete the corrective action report.

**Acceptance/Rejection of Seller's Root Cause/Corrective Action:** Boeing reserves the right to reject any root cause and/or corrective action determination provided by the Seller, and may request subsequent investigation and/or corrective action to either Boeing or Seller-initiated corrective action requests. If the Seller is late in responding to corrective action requests by Boeing, or if Boeing requires subsequent corrective action, Boeing reserves the right to withhold acceptance of shipments either at source or destination until Seller corrective action is submitted to Boeing's satisfaction.

**Work Transfer:** Per AS9100 4 ...from one organization facility to another, from the organization to a supplier, from one supplier to another supplier.)

Non-US Country: Seller shall not relocate or subcontract to a non-US country (e.g. US to Non-US, Non-US to Non-US) any Boeing contracted part, assembly or component(s) thereof without written notification to and acknowledgment from the Boeing Contract Procurement Agent (PA).

US Country: Seller shall not relocate or subcontract to a US country (e.g. US to US, Non-US to US) any Boeing contracted part, assembly or component(s) thereof, that includes Category 1 and/or 2 parts as listed and/or defined in the Federal Aviation Administration's (FAA) Category Parts List, without written notification to and acknowledgment from the Boeing Contracts PA. Note: See the FAA's website, [www.faa.gov](http://www.faa.gov), for Category Parts List.

Supplier may utilize Form X36219 \*\* "Supplier Initiated Work Transfer Questionnaire" to determine reporting requirements, as possible exemptions may apply.

Once the reporting requirements have been determined and the information on Form X35781 \* "Supplier Initiated Work Transfer Notification" is known, notification shall occur to the Boeing Procurement Agent who manages the Seller's contract.

**Notification must occur within five (5) business days once the following is known –**

1. Statement of Work (SOW)
2. 'To-be' supplier name
3. 'To-be' supplier address
4. 'To-be' supplier Quality contact information (name, title and telephone number)
5. First production target date
6. 'As-is' supplier information (supplier name and address)
7. Will this be a single sourced Product?

**Notification shall be prior to the manufacturing start date of the first part associated with the work**

Note: See the FAA's website, [https://www.faa.gov/aircraft/air\\_cert/production\\_approvals/mfg\\_best\\_practice/media/category\\_parts\\_list.pdf](https://www.faa.gov/aircraft/air_cert/production_approvals/mfg_best_practice/media/category_parts_list.pdf), for Category Part List.

Supplier may utilize Form X36219 \*\* "Supplier Initiated Work Transfer Questionnaire" to determine reporting requirements, as possible exemptions may apply.

\* X35781 "Supplier Initiated Work Transfer Notification" and

\*\* X36219 "Supplier Initiated Work Transfer Questionnaire" forms are available on the Boeing Supplier Portal.

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

Boeing reserves the right to conduct surveillance of the Seller's FAI, referred to as Boeing First Article Inspection (BFAI). BFAI may include in-process inspections to be accomplished during performance of Seller's FAI. When a BFAI is required, Seller will be notified via the Supplier Quality supplier data system. Seller shall coordinate and schedule BFAI activity with Boeing's SQR prior to start of related procurement, manufacturing, and/or processing. In the event a BFAI of Seller's FAI is scheduled, supplier shall make available to the Boeing's SQR the following:

- 1) Applicable Purchase Document, material/process certifications, manufacturing and inspection records; including inspection plans developed to identify progressive inspection checkpoints for the FAI as a result of coordination and planning with Boeing's SQR.
- 2) Applicable Design Data
- 3) Applicable material review actions
- 4) Applicable acceptance and qualification test results
- 5) Applicable record(s) of Buyer approval for non-Buyer drawing and test procedures.

**Net Inspect:** Seller shall perform and document First Article Inspections (FAIs) in accordance with AS/EN/SJAC 9102, or alternate methods approved by Boeing. When directed by Boeing, Seller shall document FAIs within the Boeing licensed Net-Inspect software. Seller shall include in its direct supply contracts as well as the obligation to flow down to all lower sub-tier suppliers (collectively "Seller's Supply Chain") the FAI provisions and requirements set forth above related to the compliance with AS/EN/SJAC 9102. Furthermore, when Seller is required to document FAIs in the Net-Inspect software pursuant to Boeing direction, FAIs of the Seller's Supply Chain shall also be documented in Net-Inspect.

**FOD Prevention Program:** Seller is required to establish and maintain a FOD prevention program in accordance with D6-85622, "Foreign Object Debris/Foreign Object Damage (FOD) Prevention Requirements for Boeing Suppliers."

Seller shall implement processes and procedures for "Foreign Object Debris/Foreign Object Damage (FOD) Prevention Requirements for Boeing Suppliers" effective 1/1/2016

**Excess Inventory:** Seller shall control all inventory of Boeing proprietary product that is in excess of contract quantity in order to prevent product from being sold or provided to any third party without prior written authorization from Boeing. Additionally, Seller shall not provide Product from excess inventory that was previously rejected or returned by Boeing without prior written authorization from Boeing. When Seller fulfills an order in support of this SBP with Product from excess inventory, for which Seller was the original manufacturer, Seller shall be able to demonstrate traceability to the original Boeing purchase document that authorized manufacture of the Product when requested by Boeing.

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

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

**Nadcap Accreditation:** Seller and Seller's processor/supplier base shall be NADCAP accredited for equivalent or similar technologies as required by Boeing document D1-4426, Approved Process Sources.

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

**Boeing Document D6-51991:** "Quality Assurance Standard for Digital Product Definition (DPD) at Boeing Suppliers." When Type Design Digital Product Definition (DPD) data is utilized in manufacturing, inspection and sub-tier flow down of product definition, Seller shall have a quality system to control Type Design DPD data to the extent necessary to fulfill program requirements. Seller must obtain Boeing DPD capability approval.

**Drop Ship Requirements for Boeing Suppliers:** When Seller is contractually required to Drop Ship articles on Boeing's behalf, Seller shall adhere to the requirements contained within Boeing Document D6-83720 -"Drop Ship Requirements for Boeing Suppliers".

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

**AS9117 Delegated Product Release Verification:** When Seller delegates product verification, Seller shall conform to the requirements of AS9117, "Delegated Product Release Verification," as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller's quality system conforms to the requirements of AS9117.

AS9117 establishes minimum requirements for Seller's delegation of product verification. When delegating product verification, Seller is not relieved of its obligations under this contract.

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

**Clad Aluminum Exterior Aircraft Skins, D6-9002:** Effective January 1, 2017, all suppliers providing clad aluminum exterior aircraft skins per D6-9002, "Appearance Control of Clad Aluminum Exterior Skins" shall inspect the skins per D6-85354, "Skin Quality Inspection of Clad Aluminum Exterior Skins".

**Operator Self-Verification Program:** If Seller uses an Operator Self-Verification (OSV) program, Seller shall comply with the requirements set forth in SAE industry standard AS9162 "Aerospace Operator Self Verification Programs", as may be amended from time to time. Buyer reserves the right to conduct surveillance at Seller's facility to determine that Seller is compliant to the requirements of AS9162.

## **SECTION 4 - Site Unique Quality Purchasing Data Requirements**

*[\(REQUIRED FOR USE BY LONG BEACH ONLY\)](#)*

**Requests for Boeing MRB Dispositions:** Seller is not authorized to disposition nonconforming Boeing-Designed product. Requests for Boeing MRB dispositions (Use as is, Rework or Repair) shall be submitted through the Daily Dispatch List (DDL) using the Supplier Nonconformance Notification (SNN).

**Boeing Commercial Airplanes Terms and Conditions, DAC 26-730:** Boeing Commercial Airplanes (BCA) Terms and Conditions, DAC 26-730, Section IV, 6XXX Quality Assurance shall apply, as revised from time to time. Individual Quality Clauses contained in Boeing Commercial Airplanes (BCA) Terms and Conditions, DAC 26-730 are applicable when identified on the Order.

See Boeing Website: <http://www.boeing.com/boeing-suppliers/tc0692/index.html>

**Manufacturing Planning:** When DPS 4.505, DPS 4.804, DPS 4.712, DPS 4.813, DPS 4.814, D6-1276 or D6-17781 is referenced in the engineering data for Product, Seller's manufacturing planning shall be approved by Boeing prior to commencing manufacture. Upon approval, Seller shall not change the manufacturing planning for Product where DPS 4.505, DPS 4.804, DPS 4.712, DPS 4.813, or DPS 4.814 is referenced in the engineering data without first submitting changes to Boeing for re-approval. Where D6-1276 or D6-17781 is referenced in the engineering data, Seller shall submit manufacturing planning changes to Boeing in accordance with the requirements described in D6-1276 or D6-17781.

*[\(REQUIRED FOR USE BY PUGET SOUND ONLY\)](#)*

**Material Review Authority:** Seller shall not apply dispositions of use-as-is or repair to nonconforming products they produce for installation on Boeing commercial airplanes unless Boeing has delegated BCA material review



## QUALITY PURCHASING DATA REQUIREMENTS (BCA)

authority to the seller in accord with D-13709-4 or D-13709-5. When the supplier does not have delegated material review authority and the nonconforming condition requires a Boeing disposition, request material review disposition in accord with D6-84111.

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