

ASQR 4.6 A220 Suppliers Quality Requirements

Initial Revision, September 2019

Amendment 0, September 2019

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Confidential Information

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Approval Page

This document is approved in accordance with the Airbus Canada Quality Management System.

Approved by:



Mario Langlois
Head of Quality Airbus Canada

Date: 30/09/19

(dd/mm/yy)

Transport Canada Civil Aviation Manufacturer Approval
number 24-16

Administrative Office

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

To access to A220 Program Approved Supplier List
www.Airbus.com

To access to Engineering specification
https://supplier.aero.bombardier.com/A220_isupply/

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

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 Bombardier website <http://supplier.aero.bombardier.com/A220-SQA>.

The supplier will be informed of any revision of this document and/or the referenced ones by means of a notice via electronic media, addressed to the supplier's quality contact.

Amendment 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 to all clauses, terms and conditions specified within a contract and with all other applicable requirements.

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 must grant full access to Airbus Canada, and to the National Aviation Authorities (such as, but not limited to FAA, TCCA, EASA, CAA), to their facilities and their sub-tier facilities, and all documentation related to the contract.

This ASQR4.6 initial revision fully replaces and supersedes with immediate effect the QD4.6-40-Quality Requirements for Suppliers in respect to all active contracts and purchase orders.

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 case, 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;

List of Effective Pages

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Index of Revisions

Revision	Amendment	Date	Comments
Initial	0	Sept 2019	<p>First release of A220 Suppliers Quality Requirements</p> <ul style="list-style-type: none"> ASQR 4.6 Supersedes QD4.6-40 QD appellation change for ASQR ASL located at airbus.com Remove requirement to update company profile via Supplier Quality Assurance Portal Remove 8.7.1.2 Process Escape

1. Scope

Suppliers are required to implement and maintain a quality management system that supports each element of the applicable AS9100, AS9120 or 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 AS 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.

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

2. Reference

- TCCA CAR 561 Manufacture of Aeronautical Products.
- FAA 14 CFR Part 21 Subpart G Production Certificates, and Subpart K Parts Manufacturer Approval.
- EASA Part 21 Subpart G Production Organization Approval.
- AS9100 – Quality Management Systems – Requirements for Aviation, Space and Defense organizations.
- AS9102 – Aerospace First Article Inspection Requirement.
- AS9120 – Quality Management Systems – Requirements for Aviation, Space and Defense Distributors.
- ISO 9001 – Quality Management Systems – Requirements.
- ISO 17025 - General requirements for the competence of testing and calibration laboratories.
- Nadcap – Industry-managed approach to conformity assessment.

3. Terms and definitions

For the list of acronyms and glossary of terms related to this document, go to <http://supplier.aero.bombardier.com/A220-SQA>

4. CONTEXT OF THE ORGANIZATION

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.

Qualifications to controlled A2PS specifications 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 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 IAQG 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 or approved sub-tier supplier and take any of the following actions:

- Inactivate supplier;
- Apply a surveillance status;
- 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

Being placed under surveillance results in the following consequences:

- Production and deliveries on existing contracts may continue, however, no new bid solicitations or contracts can be placed with the supplier or sub-tier supplier;

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

4.1.1.2 Probation

Being placed under probation results in the following consequences:

- Production and deliveries on existing contracts may continue, however, no new bid solicitations or contracts can be placed with the supplier or sub-tier supplier;
- At Airbus Canada's discretion:
 - Assign 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 Quality Management System, product conformance and process control;
 - Impose Source Inspection on each or on specific deliveries for the duration of the probation at the supplier's cost.
- The supplier or sub-tier 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;
- 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:

- Manufacturing site location (NOTE 1);
- Manufacturing processes (NOTE 2);
- Quality Management System certification such as but not limited to:
 - Nadcap, Aerospace Standard, Regulatory Authorities;
- Facility permits and registration status;
- Approved sub-tier suppliers and subcontractors;
- Any other changes affecting the supplier's scope of approval;
- Enterprise Resource Planning (ERP) or Enterprise system change.

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 Work Transfer.

NOTE 2: A Manufacturer (Class C) who wishes to initiate a change to A2EMM Qualified Material(s) must notify its contract authority.

4.3 SUPPLIER CLASSIFICATION

4.3.1 Supplier Class A – SUBCONTRACTORS

Definition:

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

Quality Management System Requirements:

The Supplier's Quality Management System must be AS9100 certified, via an accredited Certification/Registration Body (CRB) for AS9100. 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 9100 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 special processes:

- AC 7101 Material Testing Laboratory (MTL);
- AC 7102 Heat Treating (HT);
- AC 7108 Chemical Processing (CP);
- AC 7109 Coating (CT);
- AC 7110 Welding (WLD);
- AC 7114 Non-Destructive Testing (NDT);
- AC 7116 Nonconventional Machining (NM);
- AC 7117 Shot Peening (SE);
- AC 7118 Composites (COMP);
- AC 7122 Non Metallic Materials Testing (NMMT).

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

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

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

NOTE 2: For Nadcap accreditation applicability, refer to the document "List of controlled 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 product using its own engineering specifications and drawings.

Quality Management System Requirements:

Supplier's Quality Management System must be AS9100 certified, via an accredited Certification/Registration Body (CRB) for AS9100.

A Class B supplier is required to comply with Airbus Canada Procurement Control Drawings (PCD) or technical documents as defined in applicable Airbus Canada Manual (AM).

NOTE: This classification also includes those suppliers who supply 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 specification:

- Catalog Items;
- Raw Materials;
- Process Materials controlled by A2EMM:
 - Chemicals and/or consumables.
- Castings;
- Forgings;
- Hardware.

Quality Management System Requirements:

Supplier's Quality Management System must be AS9100 or ISO 9001 certified (NOTE 1), via an accredited Certification/Registration Body (CRB) for AS9100 or ISO 9001 as applicable.

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

- AC7107 Material Testing Labotary (MTL);
- AC7102 Heat Treating (HT);
- AC 7117 Non-Destructive Testing (NDT);
- AC 7200 Sealant Manufacturers (SLT);
- AC 7202 Value-Added Sealant Distributors (SLT).

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

NOTE 1: Manufacturers who are only certified to ISO 9001 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 AS9120 or AS9100 certified, via an accredited Certification/Registration Body (CRB) for AS9100.

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.

Re-packaging 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:

- In service aircraft;
- In service aircraft components.

Quality Management System Requirements:

Must be a maintenance/repair station organization approved by local Regulatory Authorities (ref. section 8.6.3.3). 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:

The Supplier's Quality Management System must be AS9100 certified, via an accredited Certification/Registration Body (CRB) for AS9100.

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

- AC 7101 Material Testing Laboratory (MTL);
- AC 7102 Heat Treating (HT);
- AC 7108 Chemical Processing (CP);
- AC 7109 Coating (CT);
- AC 7110 Welding (WLD);
- AC 7114 Non-Destructive Testing (NDT);

- AC 7116 Nonconventional Machining (NM);
- AC 7117 Shot Peening (SE);
- AC 7118 Composites (COMP);
- AC 7122 Non Metallic Materials Testing (NMMT).

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

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.

Quality Management System Requirements:

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 catalogue 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:

1. 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)
2. 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, 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 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, AS APPLICABLE PER CLASSIFICATION

4.4.1 Applicability Matrix

Requirements by Supplier Classification

Section	Class									
	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 Work Transfer	X	X	X		X	X				
8.4.1 Sources of Supply	X	X	X	X		X				
8.5.1 First Article Inspection Report (FAIR)	X	X				X				
8.5.2 Source Inspection	X	X	X		X	X				

Section	Class										
	A	B	C	D	E	F	G	H	J	K	
8.5.3 Production Part Approval Process (PPAP)	X	X	X			X					
8.5.4 Validation and Control of Special Processes	X					X					
8.5.5 Identification and Traceability	X	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					
8.6.4 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									
8.7.1.1 Disclosure Letter	X	X	X	X	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					
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					

7. APPLICABILITY MATRIX REQUIREMENT SPECIFICATION

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 ten years from completion of purchase order, unless otherwise specified in the contract. The supplier must impose this requirement on their sub-tiers.

The records/data must be translated and made available upon request in 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 competence 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 defined in QAD 3.8.6.2CS Control for resources in our approved facilities.

7.3 Control of Documented Information

The supplier must ensure that technical revisions of specifications (e.g. A2PS, A2MS, A2EMM, AM, ASTM, AS, and any other revision controlled documents used to manufacture aeronautical products) are implemented/incorporated within six months from the date the revised specification is published. When the revised process is not performed within the six 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

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 the AM. All 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
AM4041.04.00.05	Bombardier Aerospace CATIA Data Exchange Procedure
AM6010.03.03.17	Notification of Change (NOC)
AM10002.08 series	Suppliers Data Exchange

8.2 Control of Work Transfer

Suppliers must advise their contract authority, as well as notify the A220 Program via sqa@abc.airbus six months in advance of any transfer of operations (e.g. from one organization facility to another, from the organization to a supplier) and allow sufficient time for the review and approval by A220 Program. The supplier will present a detailed transfer plan to the contract authority addressing as a minimum (NOTE 1):

- Description of the new location, with general layout and pictures or floor plan;
- A list of parts involved in the transfer;
- Timeline and plan for each step in the transfer including:
 - Production stop date at the original site;
 - Equipment movement;
 - New location set-up;
 - List of Airbus Canada controlled specifications to be performed;
 - Re-calibration, re-qualification of equipment and tooling;
 - Work force training and certification;

- Last Article Inspection (old location) plan;
- First Article Inspection Report plan (in new location);
- Risk assessment and mitigation plan.

These activities will be at the supplier's cost. Sufficient necessary stock will be produced to cover the transition period and to avoid any potential impact to the A220 Program.

The supplier's approval status will be re-evaluated and additional measures may be requested if the change creates an undue burden to the A220 Program. Any additional effort resulting in such re-evaluation will be at the supplier's cost.

NOTE 1: Along with notifying its contract authority, any direct or indirect supplier to Airbus Canada must advise on its future work transfer at sqa@abc.airbus

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;
- 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 AS9102 process and report requirement standard.

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

- Actual configuration (kit number);
- A list of all detail parts and/or sub-assembly part numbers;
- A FAIR, in accordance with AS9102, for each detail part and/or sub-assembly part number and the required quantity;
- All hardware part numbers including the lot number and the required quantity.

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 AS9102
- 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 check
- Ex: size of print sheets, qty for each placard part no.
- Provide the kit nesting printout in pdf 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 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 Quality within two working days upon receipt of notice. No parts are to be shipped by supplier without an Authorization To Ship (ATS) approved by Airbus Canada.

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.

NOTE: 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 Part List of the drawing.

8.5.2 Source Inspection

Airbus Canada retains the right to invoke Source Inspection at the supplier's facility or at its sub-tier supplier's facility. Airbus Canada may assign a Quality representative at the supplier's and/or sub-tier 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 Source Inspection and Surveillance Status document invoke/revoke (Appendix B) will be provided to the supplier. When Source Inspection is required, the supplier and/or sub-tier 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 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 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 QD 4.6-74CS Production Part Approval Process (PPAP).

8.5.4 Validation and Control of Special Processes

Suppliers must advise Airbus Canada via sqa@abc.airbus when a change affecting the qualification status of A220 Program qualified equipment or personnel occurs:

- Qualified equipment removed from or added to the process;
- Qualified equipment relocation;
- Change of key personnel subjected to qualification per the 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. (SDS or equivalent).	C, D
For kits, container must be identified with “kit number” and with a traceability number.	A, B, C, D, F

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 7.1.

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

For serialized components, when specified, use the BT0338 (Supplier As Built Conformity List and Serialization Data) to capture serialization structure at component delivery per AM3010.03.86.05 (Data Delivery Package).

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 (8.6.3) is supplied.	A, B,C, D, E, F, K
ii. Packing Slip	A, B, C, D, E, F,
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 new engine, 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 (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 8.6.6	B, E
x. New commercial goods proof of purchase	H

NOTE 1: The supplier must use the Authorization to Ship form (Appendix B) when shipping product/article:

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

The Supplier must complete the Authorization to Ship Request 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 must provide specific documentation with shipment as defined in the following documents:

- QD4.6-61CS As Built Configuration List (ABCL) Database User Guide
- QD4.6-60CS Requirements for Development Programs Major Suppliers, also include when specified, document related to ;

- AM3010.03.86.01 Supplier Quality Product Plan (QPP) Requirements
- AM3010.03.86.02 Process Capability Proofing Report
- AM3010.03.86.03 Key Characteristics, Critical Interface Points & Process Capability Report
- AM3010.03.86.04 Failure Modes and Effects Analysis (FMEA)
- AM3010.03.86.05 Delivery Data Package
- AM6040.02.03.05 MRB Delegation of Suppliers

8.6.1.2 Specific Documents for Aircraft Interior Suppliers

Aircraft interior components suppliers must provide specific documentation with shipment as defined in QD4.6-66CS Delivery Documentation Requirements Applicable to Aircraft Interior Components.

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 (purchase order) requirements.

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

Authorized Quality personnel must sign the C of C (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 C of C 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 C of C 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 C of C:

- a) Supplier's name;
- b) Supplier's address (address shown in the applicable source approval authority document, such as the ASL, A2EMM, QPL, Drawing, Specification, etc.);
- c) Purchase Order number and revision;
- d) Airbus Canada engineering or supplier's part number as per P.O. 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 flammability requirements of CFR 25.853(a), CFR 25.853(c) or CFR 25.856. (if applicable).

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

- h) Purchase Order item number;
- i) Shelf-life expiry date (NOTE);

- j) NCR number raised by supplier;
- k) 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 F 4-6.20 (Appendix B) 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.

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.
- 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.

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 a Civil Aviation Maintenance Organization or a repair station as Airbus Canada approved Class E Supplier, 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 CMM must be addressed with the related product 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 2 copies of the packing slip, 1 inside and 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;
- d) Part number shown on the Purchase Order;
- e) Shipment quantity;
- f) The Airbus Canada Unit of measure;
- g) All serial numbers or quantity 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;
- 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.

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 conforms 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 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 7.1 Documentation Records Requirements, Strip report quality records must be available upon request. Mandatory for Approved Maintenance Organization.

8.6.7 Drop Shipment

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

8.7 CONTROL OF NONCONFORMING OUTPUTS

8.7.1 Quality Escape

The direct supplier to Airbus Canada, including distributors (NOTE 1), must promptly notify in writing Airbus Canada, when a product or article has been released from the supplier and subsequently found not to conform to an Airbus Canada product requirement that was applicable when the product was released. The supplier is responsible to declare any non-conformity as a result of quality escapes from their respective sub-tier suppliers (NOTE 2) that have an impact on product delivered to Airbus Canada.

The Disclosure Letter must be provided per form F 4.6-31 (Appendix B) to the respective contract authority and at A220_product_integrity@abc.airbus. The e-mail header/subject must mention Disclosure Letter.

Upon closure of the non-conformity, the supplier is to provide a closing statement with the status of the non-conformance parts, as well as the status, if required, of the long-term corrective action.

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

NOTE 2: The receiving supplier of a drop shipped component subjected to a Disclosure Letter from the component manufacturer will be asked to provide the related component(s) traceability details. The provided information will serve Airbus Canada in retrieving the nonconforming product(s) within its facilities.

8.7.1.1 Disclosure Letter

The Disclosure Letter must include as a minimum:

- a) A clear description of the non-conformity;
- b) Affected aircraft programs, part number(s) along with the traceability number (serial number, lot number, batch number, heat lot, manufacturing date, test reports, etc.);
- c) Delivered quantity, reference PO number and origin of PO, shipping date and shipping address for each suspect serial number, lot number, manufacturing date, etc.;
- d) Short-term corrective action (containment plan), including replacement parts availability (schedules), recovery plan and effectivity (i.e.: serial number, batch/lot number, manufacture date);
- e) Inspection procedure, test data sheets along with acceptance criteria, as required;

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

- m) Reworked or repaired parts under disclosure letter and returned to Airbus Canada facilities or sent directly to Operators must have 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 Airbus Canada.

NOTE: The Disclosure Letter should be submitted to Airbus Canada the moment the information required by items a) to g) is available and must include estimated completion date (ECD) for the remaining items.

8.7.2 MRB Authority

No supplier is authorized to disposition major non-conformances. All major non-conformances must be submitted to Airbus Canada using the non-conformance tool in the Supplier Portal as defined in section 8.7.4.

Class A suppliers with quality and engineering capability to 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 Structural Suppliers must submit an MRB plan in order to obtain MRB authority.

Requirements for obtaining MRB authority are defined in QD 4.6-60CS & AM6040.02.03.05.

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. 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 group.

8.7.3 Items Returned to the Supplier for Repair or Rework

Items returned for repair or rework (refer to section 8.6.6) 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 or more) or Dead On Arrival (DOA) (two 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 Supplier Portal.

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

Direct suppliers 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 NCR via the Supplier Portal or HMS (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 (NOTE 2);
- 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 Authorization to Ship form (Appendix B) in conjunction, if applicable, with Outstanding Work Directives (Process & Requirements) CS_MD-500-003.

Authorization to ship form (Appendix B) for Open NCR or incomplete product or article must be submitted electronically through the Supplier Portal. If applicable, 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 (Appendix B) 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 Documents Required with Shipment). For corrective actions, paper RSA form will be used as described

in the forms section of this document. For more information on the RSA form, refer to Appendix B.

NOTE 1: HMS applicable for supplier approved inspector Cat 8B.

NOTE 2: NCR identified as CSN must be transmitted using the Supplier Portal or HMS.

9. PERFORMANCE EVALUATION

Performance Evaluation requirements from the AS9100, AS9120 or ISO9001 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 inspection to make sure that 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.

Refer to Appendix C for listing of Quality Standards.

9.1.2 Specific Quality Requirements for Aircraft Interiors

Suppliers involved in the manufacturing of aircraft interiors must ensure to meet the specific quality requirements defined in the following documents as applicable for its product:

- QS-001CS Quality Standard for Touch-Up Paint Application.

9.1.3 Specific Quality Requirements for Aircraft Skins

Suppliers involved in the manufacturing of aircraft skins or aircraft components that include skins must meet the specific quality requirements defined in the following documents as applicable for its product:

- QD4.6-50CS Fuselage Skin Quality (FQS) Visual Acceptance Standards;
- QD4.6-67CS Skin Quality Acceptance Standards for Aluminum-Lithium;
- QS-013CS Measurement and Reporting of A220 External Skin Deviation;
- QS-003CS Quality Standard for Installation of Hi-Lites;
- QS-015CS Acceptance Criteria for LE Skins with Anti-Erosion Coating.

9.1.4 Specific Quality Requirements for Aircraft Exterior

- QS-005CS Quality Standard for A220 Wing Quality and Inspection;
- QS-002CS Quality Standard for Corrosion-Inhibiting Compound;
- QS-004CS Quality Standard for Sealant Application;
- QS-006CS Quality Standard for A220 Stabilizer Quality and Inspection;

- QS-013CS Measurement and Reporting of A220 External Skin Deviation.

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

Sub-tier delegation is not authorized for major inspections. Only Airbus Canada approved suppliers to the relevant critical process as listed on the 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 below:

- ASQR4.6-9 Authorized Category 8 Inspector, Supplier Personnel Approval & Responsibilities.

10. IMPROVEMENT

Improvement requirements from the AS9100, AS9120 or ISO9001 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 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.

APPENDIX A – SOURCES OF SUPPLY

1st column contains the type of Article or Service to be procured from the sub-tier.

2nd column contains acceptable sources of supply.

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

Article / Processes	Approved Sources Of Suppliers	Applicability
<p>Controlled Specifications</p> <p>https://supplier.airo.bombardier.com/A220_isupply/</p>	<p>Controlled specifications processes must be purchased only from suppliers listed in the A220 Approved Suppliers Listing on the Internet at www.Airbus.com > Suppliers > Procurement data quality > A220 Program Approved Suppliers List (ASL).</p>	<p>A, F</p>
<p>Other Specifications</p>	<p>Non-controlled specifications do not require specific approval. Supplier Sourcing may select any sub-tier supplier. The selected supplier must comply with all of the applicable requirements from the non-controlled specification.</p>	<p>A, F</p>
<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 catalogue items must only be purchased from a QPL manufacturer.</p> <p>When specified by the QPL, an authorized distributor must be used.</p>	<p>A, D, F</p>

<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 code 1198 or 2000 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 be 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>A, D, F</p>
<p>Source Control Drawing or 'B' Standards</p>	<p>Procurement & Source Control Drawing as well as 'B-Standard' parts must be purchased only from suppliers listed in the Engineering data (AM, DSC or B standard) and A220 ASL.</p>	<p>A, D, F</p>
<p>Specification Control Drawing</p>	<p>Specification Control Drawing parts must be purchased only from equipment suppliers listed on the A220 ASL.</p>	<p>A, F</p>

APPENDIX B – FORMS

List of forms referred to in this document.

F 4.6-20	Authorization to Ship Request (NOTE 1)
F 4-6.22	Drop Shipment Advice and Receipt Acknowledgement (NOTE 2)
F 4-6.24	Source Inspection and Surveillance Status Document Invoke/Revoke
F 4-6.21	Request for Supplier Action
F 4-6.31	Disclosure Letter Form
F8960	Non-Conformance Report (NCR) Form
ACT0213-01	Request for Deviation to Material & Process Specifications
BT0271-01	Notification of Change
BT0338	Supplier As-Built Conformity List and Serialization Data

NOTE 1: A supplier who ships products to Airbus Canada with a waived FAI, an Open NCR or Outstanding Work will no longer use this form if the supplier has access to the electronic NCR system and/or Net-Inspect system.

NOTE 2: The F 4.6-22 form is substituted by the electronic Drop Shipment document where the ASN tool is deployed.

APPENDIX C – QUALITY STANDARDS

List of released Quality Standards.

QS-001CS	Quality Standard for Touch-Up Paint Application
QS-002CS	Quality Standard for Corrosion-Inhibiting Compound
QS-003CS	Quality Standard for Installation of Hi-Lites
QS-004CS	Quality Standard for Sealant Application
QS-005CS	Quality Standard for A220 Wing Quality and Inspection
QS-006CS	Quality Standard for A220 Stabilizer Quality and Inspection
QS-013CS	Measurement and Reporting of A220 External Skin Deviation
QS-015CS	Acceptance Criteria for LE Skins with Anti-Erosion Coating