

## Generic Supply Chain and Quality Requirements for Suppliers for the Commodity “Structures and Material”

### **DESCRIPTION**

This Directive defines the “Generic Supply-Chain & Quality Requirements” for the Commodity “Structures and Material” for Suppliers and their lower tiers.

Please be aware that beside these Generic Supply-Chain & Quality Requirements for Suppliers other Quality Requirements may exist and shall apply, too, like Product/Program/Project related Quality Requirements.

In case of conflict the Product/Program/Project related Quality Requirements are taking precedence over the conflicting Generic Supply-Chain & Quality Requirements.

Non conflicting Generic Supply-Chain & Quality Requirements shall still be applied.

### **SCOPE**

Airbus DS

### **Document Owner**

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**Function:**

Source Domain Quality

### **Authorized for Application**

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**Function:**

HO Supply Chain and Quality Operations

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**Generic Supply Chain and Quality Requirements for Suppliers for the Commodity  
“Structures and Material”**

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<b>Approver Name</b> Favre-Marinet, Georges	<b>Approver Function</b> HO Source Domain Quality	

## Generic Supply Chain and Quality Requirements for Suppliers for the Commodity “Structures and Material”

### **PURPOSE:**

This Directive defines the “Generic Supply-Chain & Quality Requirements” for the Commodity “Structures and Material” for Suppliers and their lower tiers.

Please be aware that beside these Generic Supply-Chain & Quality Requirements for Suppliers other Quality Requirements may exist and shall apply, too, like Product/Program/Project related Quality Requirements.

In case of conflict the Product/Program/Project related Quality Requirements are taking precedence over the conflicting Generic Supply-Chain & Quality Requirements.

Non conflicting Generic Supply-Chain & Quality Requirements shall still be applied.

Within this document the term “Customer” or “Purchaser” or “Airbus” is also used for “Airbus Defence & Space”

### **Scope**

Airbus Defence and Space

#### Document Owner

Name: [STILKE, Henning](#)

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## 1 Introduction

1.1 Purpose and Applicability			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-1.1-01.01	<p><b>Purpose and Applicability</b></p> <p>This document represents the set of Generic Supply-Chain &amp; Quality Requirements for business with AIRBUS DEFENCE AND SPACE, hereafter called "the Purchaser", "Airbus DS" or "Airbus", that apply to all Suppliers of</p> <p>(a) Constituent Assemblies, Assemblies, Equipment, Equipped parts, Elementary Parts as long as these are solely built to print without any item related design activity (See Notes (2), (3))</p> <p>(b) Standard Parts and Standard Material (See Note (2))</p> <p>(c) Proprietary products (See Note (4))</p> <p>(d) In Service Product Related Service (See Notes (3), (5))</p> <p>(e) Extended Workbench Product Related Services (See Notes (3), (5))</p> <p>(f) Aerostructure Product Related Services (See Notes (3), (5))</p> <p>(g) Material Product Related Services (See Notes (3), (5))</p> <p>(h) Distributors &amp; Stockists (See Notes (3), (6), (7))</p> <p>(i) For the Programme Line SPACE, any EEE related business is out of scope of this document. (See Note (1))</p> <p>that are used by the Purchaser for flight products or other Quality relevant products like products built for the Purchasers Customers (End-Customers).</p> <p>Notes:</p> <p>(1) Electrical, Electromechanical or Electronical.</p> <p>(2) For definition, see ABD0000 Issue E. The definitions included in ABD0000 Issue E are to be used in analogy for any items used by the Purchaser in products ordered by the Purchasers Customers.</p> <p>(3) For any items requiring design activity (e.g. built to spec. for castings, forgings, ..), this document can only be used together with specific additional product / Programme Line /project quality requirements. For Aircraft related work, this means, that only activity requiring POA and MOA are covered by this document. For activity requiring DOA, this document can only be used with additional requirements. The same logic is applicable for non Aircraft related work.</p> <p>(4) A manufacturer of proprietary products is a manufacturer whose products are of its own design to a set specification and performance.</p> <p>(5) A service (intangible item) carried out on a tangible item</p> <p>(6) A Stockist / Distributor is an organisation carrying out the purchase, storage, splitting and sale of Standard Parts, Standard Material and Proprietary Products as selling agent for the manufacturer without affecting product conformance.</p> <p>(7) Stockist / Distributors are not authorized to transform (physically or chemically or mechanically...), alter, modify or rework any products without the Purchasers approval.</p>	Supplier	Airbus internal

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1.2 Application			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-1.2-01.01	<p><b>Evidence of Compliance</b></p> <p>(a) To establish evidence for the status of compliance to these requirements the Supplier shall complete, sign and return to the Purchaser the GSCQR compliance matrix.</p> <p>(b) The Supplier shall submit any proposal of deviation to the Purchaser via the compliance matrix, including the following information:</p> <ol style="list-style-type: none"> <li>(1) requirement identification,</li> <li>(2) description of deviation,</li> <li>(3) rationale for deviation,</li> <li>(4) means of compliance to which the Supplier commits, and as applicable, proposed workaround for the requirements the Supplier cannot commit to,</li> <li>(5) Supplier signature: name, date and signature.</li> </ol> <p>(c) If the proposed deviation is not accepted by the Purchaser, the Supplier shall propose another solution acceptable to the Purchaser.</p> <p>Notes:</p> <ol style="list-style-type: none"> <li>(1) Once agreed, the GSCQR compliance matrix is incorporated in the Contract.</li> <li>(2) By submitting the GSCQR compliance matrix, the Supplier commits to comply to all the corresponding requirements, and to any deviation workarounds formally agreed by the Purchaser.</li> </ol>	Supplier	Airbus internal
GQSM-1.2-02.01	<p><b>Conflicting Requirements</b></p> <p>(a) In case of conflicting Purchasers Requirements, individual Product/Program/Project related Supply-Chain &amp; Quality Requirements are taking precedence over individual conflicting Generic Supply-Chain &amp; Quality Requirements.</p> <p>(b) Non conflicting Generic Supply-Chain &amp; Quality Requirements shall still be applied.</p>	Supplier	Airbus internal
GQSM-1.2-03.01	<p><b>Additional Regulations</b></p> <p>(a) If the Supplier fails to comply with the provisions of the applicable requirements, the Purchaser shall be under no obligation to accept delivery of the relevant items.</p> <p>(b) For military projects, the following shall apply in addition: The requirements of an order may be subject to Government Quality Acceptance (GQA). For contracts in which GQA is required, Suppliers shall notify their NQAR/NQAA of the relevant Order received from Airbus DS.</p>	Supplier	Airbus internal
GQSM-1.2-04.01	<p><b>Flow down and fulfilment of Statement of Work and associated Purchaser Requirements</b></p> <p>(a) The Supplier shall ensure that the Purchaser Statement of Work, Quality management principles and associated requirements, goals and targets are analyzed and flowed down internally and to its Sub-tier suppliers as far as relevant.</p> <ol style="list-style-type: none"> <li>(1) Note: Required commitment to Quality throughout the entire supply chain is key to the Quality of the product.</li> <li>(2) Note: It is the responsibility of the supplier to analyze and extract any special requirements, critical elements and key characteristics that must be communicated to lower tiers</li> <li>(3) Note: The distributors working with Components Repair Centers (CRC) must implement a Quality Assurance Plan and flow down to the CRC the Quality Requirements</li> </ol> <p>(b) The Supplier shall ensure that requirements contained in lower tier procurement documents are traceable.</p> <p>(c) The Supplier shall provide the Purchaser on request with the rationale in the case some Purchaser Requirements are not flowed down internally and to its Sub-tier suppliers.</p> <p>(d) Latest issued program requirements shall be considered regarding production and delivery of the items. (ie: QAP-J-0-E-1001 for EUROFIGHTER program; PQAR-1 for TORNADO Program)</p>	Supplier	Airbus internal

## 2 Requirements

### 2.1 Quality Requirements

2.1.02 Interested Parties (link with IAQG-9100 §4.2)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-1-02-01.04	<p><b>Interested Parties</b></p> <p>(a) IAQG-9100 §4.2 shall apply</p> <p>(b) For any Quality relevant aspects, the Supplier shall contact the Purchaser.</p> <p>(c) Unless specifically requested/agreed by the Purchaser, all documents (e.g. Certificates, FAIs, Test reports) provided to or shared with the Purchaser, and/or used to demonstrate compliance to a requirement shall be in English, available at any time and include the following information:</p> <ol style="list-style-type: none"> <li>(1) Title, reference and version,</li> <li>(2) Supplier logo, name and address,</li> <li>(3) Product or Service description,</li> <li>(4) Signatory's name (or individual, unambiguous and traceable signatory code),</li> <li>(5) Signatory's function when specified (recommended in other cases),</li> <li>(6) Date of signature,</li> <li>(7) In case of revision: identification of what has changed, version number, affected pages/paragraphs/sequences, short description of reasons for revision,</li> </ol> <p>(d) The Supplier shall use International System of Units for all data provided unless otherwise specified by the Purchaser.</p> <p>(e) In case the Supplier wants to use digital signature, the Supplier shall obtain formal approval from the Purchaser in advance and comply with specific rules as defined by the Purchaser.</p>	Supplier	Airbus internal

2.1.04 Quality Management System and its Processes (link with IAQG-9100 §4.4)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-04-01.01	<p><b>QMS certification</b></p> <p>(a) The Supplier shall have and maintain a Quality Management System (QMS) compliant with IAQG (EN/AS/JISQ) 9100 series and certified by a Certification Body (CB) accredited through IAQG Industry Controlled Other Party (ICOP) scheme.</p> <p>Notes:</p> <ol style="list-style-type: none"> <li>(1) Depending on scope of activities, 9100 series means: 9100 (Aviation, Space and Defense Organizations), 9110 (Aviation Maintenance Organizations) and 9120 (Aviation, Space and Defense Distributors).</li> <li>(2) Only certifications registered in Online Aerospace Supplier Information System (OASIS) are valid (refer to <a href="http://www.sae.org/iaqg">www.sae.org/iaqg</a> and <a href="http://www.iaqg.org/oasis">www.iaqg.org/oasis</a>).</li> <li>(3) For some specific types of Products and/or low-risk Aircraft related Product or Services Suppliers, another QMS standard certification (e.g. ISO 9001) or compliance to such a standard, may be sufficient if formally agreed by the Purchaser.</li> </ol> <p>(b) The Supplier shall provide the Purchaser on request with the copies of all its certificates/approvals obtained, with the associated scope/capability list and the name of the organization which granted them.</p> <p>(c) For IAQG (EN/AS/JISQ) 9100 series certification, the Supplier shall:</p> <ol style="list-style-type: none"> <li>(1) grant access to Airbus to the area of OASIS database containing detailed certification related information,</li> </ol>	Supplier	Airbus internal

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	<p>(2) provide Airbus on request with any information about the content of the OASIS report. When the OASIS report is not in English, it is the responsibility of the Supplier to translate and submit this information in English.</p> <p>(d) Equivalent civil or military aircraft or AQAP certified QMS (for example EASA / FAA 21 G for production, EASA / FAA 145 for maintenance, AQAP 2310) are acceptable if formally agreed by the Purchaser.</p> <p>(e) Applicable NADCAP certifications can be regarded as a strong point. Where Nadcap process certification is required by Airbus Defence and Space in item related specific requirements, Nadcap certification is mandatory.</p> <p>(f) On request of Airbus DS, all requested details of the suppliers QMS including the audit reports from the Certification Body must be disclosed to Airbus DS.</p> <p>(g) For Metrology and Test Laboratory Service Provider, alternatively an ISO 17025 certification is accepted.</p> <p>(h) The Supplier shall notify to Airbus within two weeks of any</p> <ol style="list-style-type: none"> <li>(1) suspension or withdrawal of its QMS certification.</li> <li>(2) major change to             <ol style="list-style-type: none"> <li>(i) the QMS (e.g. scope change).</li> <li>(ii) the Supplier's Business or</li> <li>(iii) personnel affecting the fulfilment of the contract/order</li> </ol> </li> <li>(3) as well as changes to             <ol style="list-style-type: none"> <li>(i) legal entity,</li> <li>(ii) the name of the company or</li> <li>(iii) address of the manufacturing facility.</li> </ol> </li> </ol>		
<p>GQ-1-04-25.04</p>	<p><b>Advanced Product Quality Planning – APQP</b></p> <p>The Supplier shall:</p> <p>(a) manage end-to-end Product development in line with IAQG 9145 standard for APQP (EN, AS or equivalent),</p> <p>(b) perform a quality check of APQP project plan, including its Sub-tier suppliers' activities, with particular focus on milestones consistency across the Product Breakdown Structure (PBS) and interdependencies between APQP deliverables described in EN9145,</p> <p>(c) provide APQP deliverable status to the Purchaser using Purchaser specified forms and tools,</p> <p>(d) support assessments of all APQP deliverables performed by the Purchaser (Airbus Key Business Deliverables - KBD),</p> <p>(e) for any product and process related modifications, including any Supplier driven Transfer of Work:</p> <ol style="list-style-type: none"> <li>(1) use decision process as per EN9145 (or equivalent) to select APQP deliverables (or equivalent) with a particular focus on updating LAI and FAI elements,</li> <li>(2) provide the rationale of the decision to the Purchaser for validation upon request.</li> </ol> <p>Notes:</p> <ol style="list-style-type: none"> <li>(1) For Aerospace &amp; Defence industries, the Supply-Chain &amp; Management Handbook (IAQG-SCMH) is mentioning it through the chapter 7.2 (free access hyperlink).</li> <li>(2) "Part" defined in the EN9145 is to be understood as "Product, including Assembly".</li> </ol>	<p>Supplier</p>	<p>Airbus internal</p>
<p>GQ-1-04-20.04</p>	<p><b>Requirement Adherence</b></p> <p>(a) The Supplier through its management is responsible for the conformity of the delivered products or services to all requirements and procedures specified in the purchasing documents, drawings and technical documents.</p> <p>(b) This covers also the tasks and operations subcontracted to lower tiers.</p> <p>(c) Any deviations or changes are subject to a formal and traceable request to and formal approval by the Purchaser prior to being worked and delivered. This need for formal request to and formal approval by the Purchaser also applies to changes in comparison to previous</p>	<p>Supplier</p>	<p>Airbus internal</p>



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	orders/deliveries and it also applies for manufacturers or stockists / distributors of proprietary products.  (d) When requested by the Purchaser, the Supplier shall deliver a compliance matrix to the Purchaser's requirements including reference to the evidences.  (e) Under no circumstances shall verbal instructions from the Purchaser changing any aspect of the contract or purchase order or requirements be accepted, regardless of origin.		
GQ-1-04-21.03	<b>Order Confirmation</b> With each order confirmation the Supplier shall confirm (by providing order confirmation) that the Supplier accept and apply the present "Generic Supply-Chain & Quality Requirements" document/ agreement as part of the order.	Supplier	Airbus internal

2.1.05 Responsibilities (link with IAQG-9100 §5.3)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-05.01	<b>Organization of Responsibility</b> (a) The Suppliers top management shall ensure implementation of responsibilities in line with IAQG-9100 §5.3 for non military projects and AQAP 2310 for military projects.  (b) The Supplier shall have a dedicated organization, with a designated Quality Manager in charge of the completion of the following activities: (1) management of the quality aspects of the Project and of the delivered Product or Service for the lifecycle of the Contract, (2) interface with the Purchaser regarding all quality topics, (3) continuous improvement and development initiatives (internal and Sub-tier suppliers).  (c) The Quality Manager shall be referred to in the Organization Breakdown Structure (OBS) if existing, or in the Quality Assurance Plan (QAP).	Supplier	Airbus internal

2.1.06 Reporting (link with IAQG-9100 §5.3)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-06.01	<b>Organization of Reporting</b> The Suppliers top management shall ensure reporting in line with IAQG-9100 §5.3 for non military projects and in line with AQAP 2310 for military projects.	Supplier	Airbus internal

2.1.07 Work delegation (link with IAQG-9100 §5.3)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-07.01	<b>Work Delegation</b> (a) Any assignment of product assurance tasks (e.g. verification tasks) by Supplier to sub-tiers shall be done in a documented and controlled way.  (b) The requirements shall be defined and documented in the contract or equivalent documentation  (c) The Supplier shall retain responsibility towards the Purchaser.	Supplier	Airbus internal

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2.1.08 Risk & Opportunity Management (link with IAQG-9100 §6.1)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-1-08-01.03	<p><b>Mitigation Plan</b></p> <p>The Supplier shall propose a plan to mitigate the obsolescence or discontinuity or Sub-Supplier end of activity.</p>	Supplier	Airbus internal
GQ-1-08-05.03	<p><b>Obsolescence or Discontinuity Tracking</b></p> <p>(a) The Supplier shall track any obsolescence or discontinuity of product or subparts, which may impact the Project in terms of deliveries or support activities.</p> <p>(b) The Supplier shall notify the Purchaser as soon as such information is known by the Supplier.</p>	Supplier	Airbus internal
GQSM-2.1-08-03.01	<p><b>Management of Procurement Risks</b></p> <p>(a) Risk analysis at sub-tiers approval/ reapproval/ extension.</p> <p>(1) The Supplier shall conduct a risk analysis of its sub-tiers at least at approval/ reapproval/ extension.</p> <p>(2) A special focus shall be put on the risk of counterfeit, bogus or already used parts as described in IAQG (EN/AS/JISQ) 9100 §8.1.4 (Prevention of counterfeit parts).</p> <p>(b) When items are not directly procured from the manufacturer, the Supplier shall procure items only from distributors that are:</p> <p>(1) IAQG 9120 (EN/AS/..) certified unless specifically authorized by the Purchaser</p> <p>(2) Authorized by the Original Equipment Manufacturer (OEM)</p> <p>(c) Original raw materials shall be obtained only from sources meeting the requirements provided in this document.</p> <p>(d) For our Programme Line MILITARY AIRCRAFT, the following shall apply in addition:</p> <p>(1) All items must be manufactured or procured only from OEMs or OEM Approved Manufacturers (approved sources).</p> <p>(2) The Supplier must ensure and is fully responsible that the parts ordered have been qualified either from the Purchaser, a certification body or an authority and that all necessary construction documents are available in the current version for the production of the ordered products.</p> <p>(3) When the product to be procured belongs to a specification which has associated a QPL (Qualified Product List) the manufacturer must be in that list as well as must be a Purchaser's approved manufacturer. Manufacturer's order/contract review is responsible for assuring this approval prior to sale.</p> <p>(4) When the purchase order document specifies one or more AUTHORIZED MANUFACTURERS for a specific product/item, these manufacturers shall be the only acceptable manufacturers.</p> <p>(5) Distributors are only authorized to send products to the Purchaser procured from Purchaser's approved manufacturers.</p>	Supplier	Airbus internal
GQ-1-08-03.03	<p><b>Tactical Improvement</b></p> <p>In case a systematic or process issue is identified within Supplier scope and such issue cannot be solved by operational measures only, a Tactical Improvement may be launched by the Purchaser at Supplier's expense.</p>	Supplier	Airbus internal

2.1.09 Resources (link with IAQG-9100 §7.1)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-1-09-06.03	<p><b>Qualification of staff</b></p> <p>Evidence regarding the qualification of Supplier's staff shall be</p> <p>(a) documented,</p> <p>(b) maintained and</p> <p>(c) submitted to the Purchaser on request.</p>	Supplier	Airbus internal
GQ-1-09-04.03	<p><b>Details for Inspection Staff</b></p>	Supplier	Airbus internal

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	<p>For Supplier's inspection staff at least the following details shall be communicated to the Purchaser on request:</p> <ul style="list-style-type: none"> <li>(a) Name</li> <li>(b) Qualification</li> <li>(c) Special qualifications/ Trainings</li> <li>(d) Scope of authorization</li> <li>(e) Date of the first issue of authorization</li> <li>(f) Period of validity</li> </ul>		
GQSM-2.1-09-03.01	<p><b>Ethical Behavior and Human Factor</b></p> <p>The Supplier shall ensure that an awareness to the importance of</p> <ul style="list-style-type: none"> <li>(a) ethical behavior based on "Airbus Core Values" (information available on the Airbus.com homepage, at the time of writing this document under <a href="https://www.airbus.com/company/we-are-airbus/our-values.html">https://www.airbus.com/company/we-are-airbus/our-values.html</a>) <ul style="list-style-type: none"> <li>(1) Customer Focus</li> <li>(2) Integrity</li> <li>(3) Respect</li> <li>(4) Creativity</li> <li>(5) Reliability</li> <li>(6) Teamwork</li> </ul> </li> <li>(b) and "Airbus Supplier Code of Conduct" (available on the Airbus.com homepage, at the time of writing this document under <a href="https://www.airbus.com/be-an-airbus-supplier.html">https://www.airbus.com/be-an-airbus-supplier.html</a>) which defines requirements on <ul style="list-style-type: none"> <li>(1) Compliance with Laws</li> <li>(2) Human Rights</li> <li>(3) Employment Practices</li> <li>(4) Anti-Corruption</li> <li>(5) Conflict of Interest</li> <li>(6) Maintain Accurate Records</li> <li>(7) Information Protection</li> <li>(8) Environment, Health, and Safety</li> <li>(9) Global Trade Compliance</li> <li>(10) Ethics Programme Expectations</li> </ul> </li> <li>(c) and human factor (also and especially for the Maintenance &amp; Repair environment)</li> </ul> <p>are provided to its staff</p>	Supplier	Airbus internal

2.1.10 Quality Assurance Records (link with IAQG-9100 §8.1)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-10-01.01	<p><b>Requirement Compliance</b></p> <ul style="list-style-type: none"> <li>(a) The supplier shall plan, implement and manage a process for addressing the risks of failing to meet requirements applicable to operational activities, in a manner appropriate to the supplier and the products and services, as defined in document EN 9100 § 8.1.1.</li> <li>(b) The evidence of the compliance with all applicable requirements ( e.g. Customer specifications, regulations, legal environmental and safety requirements ..... ) shall be maintained, readily accessible &amp; retrievable</li> <li>(c) and be disclosed to the Purchaser upon request, if so requested by the Purchaser in the form of copies of the evidence.</li> </ul>	Supplier	Airbus internal
GQ-1-10-02.03	<p><b>Quality Records Storage</b></p> <p>Quality records shall be stored in safe conditions, which prevent alterations, loss or deterioration.</p>	Supplier	Airbus internal
GQSM-2.1-10-03.01	<p><b>Quality Record Retention</b></p> <ul style="list-style-type: none"> <li>(a) Quality records shall be retained for a defined period of at least 15 years if not otherwise agreed between Purchaser and Supplier.</li> </ul>	Supplier	Airbus internal

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	(b) For our Programme Line MILITARY AIRCRAFT, the following applies in addition: First Article Inspection and Qualification Reports shall be retained during the operational life of the product plus three years.		
GQSM-2.1-10-04.01	<b>Unability to Retain Quality Records</b> (a) The Supplier shall consult the Purchaser if such records can not be retained as required.  (b) In the event of termination of the contract or insolvency, all quality records applicable to the purchase order / contract must be surrendered to the Purchaser.	Supplier	Airbus internal

2.1.11 Quality Planning (e.g. QAP) (link with IAQG-9100 §8.1)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-1-11-04.03	<b>Control Plan</b> The Supplier shall have a Control Plan that takes into account  (a) the output from the FMEA,  (b) experiences from similar processes and products and  (c) defines all methods used for process monitoring and control of special product/process characteristics.	Supplier	Airbus internal
GQ-1-11-06.03	<b>Inspections and Tests</b> Inspection and tests shall be defined at the points of the manufacturing, assembly and integration flow where  (a) maximum assurance for correct processing and  (b) prevention of unrecoverable or costly non conformance's  can be obtained.	Supplier	Airbus internal
GQSM-2.1-11-03.01	<b>Work Environment</b> The Supplier shall (a) determine and implement the work environment needed to achieve conformity to Product requirements,  (b) define and maintain a dedicated work environment procedure.  (c) ensure that items not required for the operation involved are removed from work operation areas.  Note: Factors that may affect the conformity of the Product include cleanliness, temperature, humidity, ventilation, lighting (including ultra-violet), space/access, noise, air pollution, vibrations/shocks, dust protection and electrostatic discharge protection.	Supplier	Airbus internal
GQSM-2.1-11-04.01	<b>Source Inspection</b> (a) When required by the Purchaser, source inspection e.g. visual inspection of piece parts, intermediate assembly, final inspection before delivery, will be carried out by the Purchaser.  (b) For Source inspections, all relevant records shall be made available to the Purchaser by the Supplier during the inspection, for example: (1) AIRBUS DEFENCE AND SPACE purchase order; (2) Applicable drawings and specifications; (3) Manufacturing traveller/route card; (4) Associated further processing release documentation; (5) Purchase orders and requirements passed down to lower tier suppliers; (6) Results of any tests including specimens and samples; (7) The certification of lower-tier suppliers/subcontractors, ...	Supplier	Airbus internal

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	(c) The source inspection does not relieve the Supplier from its obligation to perform its own inspections and controls and to attest the conformity of the delivered product.		
GQ-1-11-14.03	<b>Formal Acceptance Process</b> The Supplier shall establish a formal acceptance process for all deliverable items, at any contractual level, to ensure that conformance of the items to be delivered is fully assessed and documented.	Supplier	Airbus internal
GQSM-2.1-11-06.01	<b>Certificates for Procured Parts</b> (a) All procured parts and materials have to be accompanied by respective certificates.  (b) Certificates have to be archived by the supplier and be made available to the Purchaser upon request.  (c) For deliveries to the Programme Line SPACE, the following applies in addition: Required certificates according to EN 10204: (1) Non-structural materials and parts: certificate 2.1 (2) Structural parts and materials: certificate 3.1	Supplier	Airbus internal
GQ-1-11-15.03	<b>Monitor Test Activities</b> On the basis of an analysis of the test plan, the Supplier organization shall define within the test plan the most appropriate way to monitor the performance of test activities, to ensure the adherence to the test procedures, and that any deviations are properly documented and treated.	Supplier	Airbus internal

2.1.12 Design and development of products and services (link with IAQG-9100 §8.3)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-1-12-02.03	<b>Critical Items</b> The Supplier organization shall identify and evaluate critical items in support of the overall risk management activities.	Supplier	Airbus internal

2.1.13 Control of externally provided processes, products and services (IAQG-9100 §8.4)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-13-01.01	<b>Sub-Tiers Selection</b> (a) The Supplier shall document and maintain results of its Sub-Tiers selection process.  (b) The Suppliers shall evaluate and select Sub-Tiers based on their ability to supply/manufacture/process in accordance with the Purchasers stated requirements. Note: (1) Lower-tier suppliers/subcontractors involved in special processes shall be capable of demonstrating the ability to meet the Purchasers requirements for special processes; including key parameters and process control. (2) For non-NEO (non - National Eyes Only) special processes, lower-tiers with Nadcap accreditation may be considered preferred partners. (3) Where Nadcap process certification is required by Airbus Defence and Space in item related specific requirements, Nadcap certification is mandatory.  (c) Selection criteria shall be defined and records of the results and of any actions taken shall be presented to the Purchaser during audits/assessment.  (d) The Purchaser reserves the right to specify or reject sub-suppliers or define additional requirements for the selection process. This does not relieve the Supplier from its responsibility for the conformity of the delivered products or services to all requirements and procedures specified by the Purchaser.  (e) Procurement of parts from Manufacturers with FAA PMA approvals must be approved by the Purchaser during the quote phase.	Supplier	Airbus internal

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	(f) The Supplier QA function shall participate in the approval and the selection of procurement sources.		
GQSM-2.1-13-02.01	<p><b>Sub-Tiers Monitoring</b></p> <p>(a) The Supplier shall exercise surveillance (continuously control/monitor) over all activities carried out by lower tier suppliers.</p> <p>(1) The control of procurement sources by the Supplier includes surveillance of their lower tier suppliers (i.e. suppliers of the supplier).</p> <p>(2) The Supplier shall check any associated certifying paperwork from his lower tier suppliers for validity (e.g. QM-Certificate / Approvals, Capability List).</p> <p>(3) The surveillance may include mandatory inspection points.</p> <p>(b) The Supplier shall provide evidence that audits are performed for its sub-suppliers when:</p> <ul style="list-style-type: none"> <li>- the sub-suppliers are not certified according to the Purchasers requirements AND</li> <li>- the parts themselves are under EN9100 / AQAP 2310 / ... (aerospace) regulation.</li> </ul> <p>(c) The Purchaser reserves the right to audit any lower tiers involved in the supply of products/services procured under the Airbus Defence and Space purchase order.</p>	Supplier	Airbus internal
GQSM-2.1-13-03.01	<p><b>Sub-Tier Information to Purchaser</b></p> <p>(a) The Supplier shall notify the Purchaser if a subcontract or order involves a critical item, significant work content, design, immature technical solutions or where External Provider performance is unknown or causes concern. The Supplier shall provide this information before the work starts at the External Provider.</p> <p>(b) The Supplier shall on request provide the Purchaser with a copy of any subcontracts, orders, related contractual documents and their modifications, for products related to the contract.</p> <p>(c) The Supplier shall notify the Purchaser if an externally provided product has been identified as involving risk (e.g. is rejected) or supplied by an External Provider whose selection or subsequent performance has been identified as involving risk.</p>	Supplier	Airbus internal

2.1.14 Type and extent of control (link with IAQG-9100 §8.4.2)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-1-14-05.03	<p><b>Critical Characteristics</b></p> <p>All testing activities related to critical characteristics as identified in the critical-items control program shall be approved by the Supplier QA organization.</p>	Supplier	Airbus internal

2.1.15 Access rights (link with IAQG-9100 §8.4.3)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-15-01.01	<p><b>Access Rights</b></p> <p>(a) The Supplier shall allow the Purchaser, its Customers, their representatives, governmental (e.g. GQAR) and other involved authorities, to proceed with audit/ assessment/ visit of the Supplier and/ or any Sub-Supplier involved in the Project</p> <p>(b) Such audit/ assessment/ visit may occur at reasonable scheduled intervals agreed by the Parties, or be triggered by the detection of a severe problem.</p> <p>(c) Such audit/assessment/visit implies that the Supplier shall:</p> <p>(1) grant the Purchaser reasonable access to business premises and product and Project related documentation (e.g. QA, safety, certification).</p> <p>(2) make available a duly qualified member of its staff for the duration of the audit/assessment/visit.</p> <p>(d) Purchaser activities at the Supplier premises or at any sub-tiers facilities do not relieve the Supplier from its responsibilities.</p>	Supplier	Airbus internal

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GQ-1-15-03.03	<b>Standards Availability</b> When requested by the Purchaser, the Supplier shall make available company in-house standards for Purchaser's review when these standards are applicable to the Project.	Supplier	Airbus internal
GQ-1-15-08.03	<b>Sufficient Evidence</b> In case the Supplier does not grant access to an inspection of classified manufacturing methods or other restricted industrial informations the Supplier shall provide sufficient evidence for compliance to the Purchaser's requirements.	Supplier	Airbus internal
GQ-1-15-09.03	<b>In case of Restricted Topics</b> In case of restricted / secret topics the Purchaser shall be informed by the Supplier in advance to a visit/ audit/ etc.	Supplier	Airbus internal

<b>2.1.16 Production and Service Provision (link with IAQG-9100 §8.5)</b>			
<b>QAA Req.No.</b>	<b>Requirements</b>	<b>Applicability</b>	<b>Origin</b>
GQ-1-16-09.03	<b>Workmanship Standards</b> The Supplier shall employ workmanship standards throughout all phases of manufacturing, assembly and integration, to ensure acceptable and consistent workmanship quality levels.	Supplier	Airbus internal
GQ-1-16-08.03	<b>Documents and Instruction</b> The Supplier shall provide for detail support documents and instructions, such as drawings, procedure and instruction sheets, to enable operations to be correctly performed.	Supplier	Airbus internal
GQSM-2.1-16-03.01	<b>Changes and Deviations</b> (a) For (1) changes to its manufacturing and assembly processes and conditions, including the operator (where applicable – if the process is operator dependent) (2) changes on materials or parts incorporated in its products, (3) relocation of production plants, transfer of work or new machine. (4) changes made to the methods, facilities, procedures or quality control for the inspection, testing or qualification of the products (5) any other significant QA measures like design, specifications/properties definition, packaging changes, ... (6) any shelf life extensions the Supplier shall have in place the provisions for the identification and recording with rank or date of application.  (b) Any deviations or changes are subject to a formal and traceable request to and formal approval by the Purchaser prior to being worked and delivered. This need for formal request to and formal approval by the Purchaser also applies to changes in comparison to previous orders/ deliveries and it also applies for manufacturers or stockists/ distributors of proprietary products.  (c) On changes, AIRBUS DEFENCE AND SPACE may ask for a specific review/audit. If a change implemented by the supplier affects the qualification status, then a new full or partial qualification may be required and shall be undertaken under the supplier's responsibility, depending on the qualification status of the product involved. The new total or partial qualification plan shall be submitted to AIRBUS DEFENCE AND SPACE for formal approval.	Supplier	Airbus internal
GQSM-2.1-16-04.01	<b>Conforming Items</b> The Supplier (a) shall inspect or otherwise verify that all products or services, including those components procured from or furnished by Subcontractors or Suppliers, shall comply with the requirements of the Purchaser prior to shipment.  (b) is responsible for all tests and inspections of the product during receiving, manufacture and Supplier's final inspection .  (c) shall ensure that only conforming items are released and used  (d) agrees to furnish copies of test and/or control data upon request to the Purchaser.	Supplier	Airbus internal
GQ-1-16-35.03	<b>Receiving Inspection Activities</b> Receiving inspection activities shall include:	Supplier	Airbus internal



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	<p>(a) verification of packaging conditions and status of environmental sensors,</p> <p>(b) visual inspection of delivered items,</p> <p>(c) verification of correct identification and, where appropriate, configuration identification for conformance to ordering data,</p> <p>(d) verification of evidence of inspection and tests performed by the Supplier and associated documentation,</p> <p>(e) verification of performance of Supplier's source inspection, if required,</p> <p>(f) performance of inspections and tests on selected characteristics of incoming supplies or test specimens submitted with supplies,</p> <p>(g) identification of the shelf life of limited-life items,</p> <p>(h) identification of the inspection status and physical separation of the supplies in the receiving inspection area according to the following categories:          (1) items without completed receiving inspection;          (2) conforming items;          (3) non-conforming items.</p> <p>(i) prevention of unauthorized use of uninspected items,</p> <p>(j) identification of the items to be released for production with conformance status and traceability data to be recorded in manufacturing documents,</p> <p>(k) maintenance of receiving inspection records</p> <p>(l) validation of test report data</p>		
GQ-1-16-33.03	<p><b>Information for Receiving Inspection</b></p> <p>The following shall be made available to the receiving inspectors:</p> <p>(a) procurement documents,</p> <p>(b) specifications,</p> <p>(c) drawings and</p> <p>(d) any other document</p> <p>relevant to incoming supplies as required in the procurement documents.</p>	Supplier	Airbus internal
GQ-1-16-34.03	<p><b>Receiving Inspection Records</b></p> <p>The Supplier shall maintain receiving inspection records to ensure traceability and the availability of historical data to monitor Supplier performance and quality trends.</p>	Supplier	Airbus internal
GQSM-2.1-16-08.01	<p><b>Test Facilities, Equipment and Techniques</b></p> <p>The Supplier shall ensure that</p> <p>(a) its test facilities, either internal or external, are          (1) suitably validated to perform the tests to be conducted          (2) conform to specified requirements.</p> <p>(b) test equipment is designed in such way that its correct operation can be verified during operation without having to proceed it to the test item.</p> <p>(c) computer-aided testing techniques and data are validated prior to use, and regularly controlled during their use in testing.</p>	Supplier	Airbus internal
GQSM-2.1-16-09.01	<p><b>Test Procedures</b></p> <p>(a) Test procedures shall include, as a minimum:          (1) scope of the test, including the identification of the requirement being verified,          (2) identification of the purpose of the test,          (3) applicable documents, with their revision status,          (4) test flow,</p>	Supplier	Airbus internal



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	<p>(5) test organization,                  (6) test conditions,                  (7) test equipment and set-up,                  (8) step-by-step procedure, including definition of specific steps to be witnessed by QA personnel,                  (9) identification, which testing activities or results are to be subject to QA /PA verification                  (10) recording of data,                  (11) pass or fail criteria and test data evaluation requirements, and                  (12) guidelines or criteria for deviation from test procedure and for retest.</p> <p>(b) The QA organization of the Supplier shall review and approve test procedures.</p> <p>(c) Testing activities or results to be subject to QA /PA verification shall be identified as such in the relevant test procedure.</p>		
GQSM-2.1-16-10.01	<p><b>Test Safety</b>                  (a) Testing shall be subject to the requirements for the control of hazardous operations.</p> <p>(b) Where safety of personnel is endangered or damage to items or associated test equipment is possible, QA/PA function must have the authority to stop the test.</p>	Supplier	Airbus internal
GQSM-2.1-16-11.01	<p><b>Test Reports</b>                  (a) The Supplier shall ensure that all tests are comprehensively documented in test reports and, when not defined differently in item specific requirements, that these include, as a minimum:                  (1) reference to the applicable test procedure, and description of the deviations from it during the actual testing,                  (2) test data records and evaluation and                  (3) summary of test results.</p> <p>(b) The Supplier QA organization shall review and approve test reports.</p>	Supplier	Airbus internal
GQ-1-16-27.03	<p><b>Critical Characteristic Inspection</b>                  (a) All critical characteristics shall be inspected as identified &amp; defined in the critical item control program.</p> <p>(b) Self inspection by operator shall not be considered sufficient for critical characteristic inspection.</p>	Supplier	Airbus internal
GQSM-2.1-16-13.01	<p><b>Statistical Methods in Inspections</b>                  (a) Use of Statistical sampling inspection is subject to formal request to and formal approval by the Purchaser before implementation.</p> <p>(b) Statistical sampling inspection shall not be permitted on a process until the reliability of the process is confirmed by statistical results over a sufficient period of production.</p> <p>(c) Frequency of inspection shall be determined by process capability and process control.</p> <p>(d) For deliveries to the Programme Line SPACE, the following applies in addition:                  If the drawing, purchase order or procurement specifications require statistical processing to demonstrate command of the process, the supplier must submit a written procedure to the Purchaser for approval. Statistical processing contributing to command of the process may be:                  (1) Selection and verification of key characteristics                  (2) Measuring the capability of the process                  (3) Statistical management of the process                  (4) Experimental design</p>	Supplier	Airbus internal

2.1.17 First Article Inspection (link with IAQG-9100 §8.5.1)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-17.01	<p><b>First-Article-Inspection</b>                  (a) The Supplier shall manage the First-Article-Inspection (FAI) according to the IAQG-9102 standard (EN/AS/JISQ) in case of new product introduction, production re-start, etc...</p>	Supplier	Airbus internal

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	<p>(b) The first article inspection report has to be sent in advance to the Purchaser for evaluation and approval .</p> <p>(c) First articles together with the approved first article inspection report shall be provided to the Purchaser on the agreed date. All samples must be clearly marked as first articles.</p> <p>(d) The Purchaser reserves the right to attend the FAI with its customers. In this case, advance notification shall be given. At this FAI, features or details of parts may be re-checked.</p> <p>(e) Suppliers of “Built to Spec” items, e.g. forgings and castings, shall:          (1) accomplish the “Built to Spec item” drawing/model required by the Purchaser, including the test sample location as well as other requirements, according to the item specific requirement file made by the Purchaser. The supplier shall send to the Purchaser that drawing/model for approval.          (2) perform the Qualification Tests indicated in the Process specific requirements or drawing applicable or item specific requirement file and a First Article Inspection (FAI) at his facilities. The supplier shall also fill, stamp and sign that File according to the Purchaser specification, sending it to the Purchaser in order to obtain the signature and approval. Attached to this File, the supplier shall a dossier including the following: a report including the quantitative results, as applicable, of all tests accomplished, dimensional report and report of the manufacturing process observed.          (3) Once the FAI has been approved, the forging/casting supplier shall initiate the series production. The supplier shall accomplish the test provided in the item specific requirement file for the series production, sending the Test Report and the defined test sample to the Purchaser incoming department for counter-testing.</p> <p>(f) Program or Programme Line specific requirements may be raised by the Purchaser for the FAI report, e.g. for the Eurofighter program QAP-J-0-E-1001 and for the Tornado program PQAR-1.</p>		
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2.1.18 Measurement, Metrology & Calibration (link with IAQG-9100 §8.5.1)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-18.01	<p><b>Measurement, Metrology &amp; Calibration</b></p> <p>(a) Measurement and calibration systems shall be implemented according to ISO 10012:2003.</p> <p>(b) When an item of measuring equipment fails calibration, the Supplier shall advise the Purchaser of the impact of the failure on previous measuring results where this affects delivered products or verification, validation and acceptance results. The Purchaser may request that measurements taken shall be repeated with calibrated equipment.</p> <p>(c) When requested by the Purchaser the Supplier shall validate the Special to Type Test Equipment (STTE).            (1) The Purchaser or his representatives shall have the right to witness the validation at Supplier's facility.            (2) Therefore the Purchaser shall be invited with at least 2 weeks notification period.</p>	Supplier	Airbus internal

2.1.19 Validation and control of special processes (link with IAQG-9100 §8.5.1)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-1-19-01.03	<p><b>Purchaser Process Specifications</b></p> <p>Mandatory process specifications prescribed by the Purchaser must not be replaced by others without Purchaser approval in writing.</p>	Supplier	Airbus internal
GQ-1-19-03.03	<p><b>Special Processes Qualification</b></p> <p>For special processes (e.g. heat-treatment, surface treatment, shoot peening, welding, NDT) qualification tests shall be carried out, documented and recorded by the Supplier.</p>	Supplier	Airbus internal

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GQ-1-19-04.03	<p><b>Change of Special Processes Qualification</b></p> <p>(a) Any change of the special process or special process qualification-test shall be provided to the Purchaser for authorisation.</p> <p>(b) The changed processes shall not be applied prior to Purchaser approval in writing.</p>	Supplier	Airbus internal
GQ-1-19-06.03	<p><b>Selection of the Test Method</b></p> <p>(a) The Supplier shall ensure that proper selection of the non-destructive or destructive methods for the evaluation of process performance is done.</p> <p>(b) The Purchaser reserves the right to request and approve any NDT procedure.</p>	Supplier	Airbus internal
GQSM-2.1-19-05.01	<p><b>Additional Requirements on Special Processes</b></p> <p>For our Programme Line SPACE, the following shall apply in addition:</p> <p>(a) If a product must be welded, the supplier must refer to the applicable specification (ECSS-Q-ST-70-39C Welding of metallic materials for flight hardware).</p> <p>(b) Weld repair of castings and forgings is not permitted.</p> <p>(c) A Supplier, who intends to subcontract surface treatment services to a lower-tier Supplier, shall provide for formal approval by the Purchaser:</p> <ol style="list-style-type: none"> <li>(1) The qualification report</li> <li>(2) Associated ISO 9001 / EN 9100 certificates and scopes of approval</li> <li>(3) References for the processes and procedures / associated standards requested and/or agreed</li> <li>(4) Proof of capability/skill/background, e.g. Nadcap accreditation.</li> </ol>	Supplier	Airbus internal

<b>2.1.20 Media-control / Stamp-control (link with IAQG-9100 §8.5.2)</b>			
<b>QAA Req.No.</b>	<b>Requirements</b>	<b>Applicability</b>	<b>Origin</b>
GQSM-2.1-20.01	<p><b>Acceptance Authority Media Control System</b></p> <p>(a) The Supplier shall establish and maintain a documented Acceptance Authority Media control system to ensure the correct and legitimate use of all manufacturing and inspection Authority Media.</p> <p>(b) The use of Acceptance Authority Media shall be restricted to authorized personnel as identified in the Acceptance Authority Media control system, e.g. stamp control system.</p> <p>(c) Acceptance Authority Media shall be traceable to individuals responsible for their use.</p> <p>(d) Acceptance Authority Media shall be applied directly to parts and materials, when specified by engineering drawings and specifications, and associated documents, records, labels.</p> <p>(e) Acceptance Authority Media materials and methods shall be compatible with the products and their use.</p>	Supplier	Airbus internal

<b>2.1.21 Property belonging to Customers (link with IAQG-9100 §8.5.3)</b>			
<b>QAA Req.No.</b>	<b>Requirements</b>	<b>Applicability</b>	<b>Origin</b>
GQ-1-21-02.03	<p><b>Identification and Usage</b></p> <p>The materials supplied by the Purchaser shall be properly identified as the Purchaser's propriety and exclusively used for fulfilling the Order/Contract for which they were supplied, unless a written authorisation of the Purchaser is given.</p>	Supplier	Airbus internal
GQ-1-21-03.03	<p><b>Inspection Prior to Use</b></p> <p>All materials supplied by the Purchaser shall be inspected by the Supplier (for identification of material and for transportation damages as minimum) prior to its use, accomplishing at least a documentary inspection.</p>	Supplier	Airbus internal

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GQ-1-21-07.03	<p><b>Storage of Property belonging to the Purchaser</b></p> <p>Material provided by the Purchaser shall be stored separately from those of the Supplier / Sub-Tiers.</p> <p>Note: "stored" is not meant as stock or facility. Storage can be done for example in separate shelves/ areas with clear identification/marketing of the shelf/area.</p>	Supplier	Airbus internal
GQ-1-21-06.04	<p><b>Inventory Control on Property belonging to the Purchaser</b></p> <p>(a) The Supplier shall have at its disposal an inventory controlling system of all materials and/ or equipment supplied by the Purchaser that assures its proper use.</p> <p>(b) The Supplier shall provide a list of all materials and/or equipment supplied by the Purchaser on request.</p> <p>(c) On Purchasers stock managed by the Supplier, remaining quantity and shelf life shall be communicated regularly by the Supplier.</p>	Supplier	Airbus internal
GQ-1-21-08.04	<p><b>Test and Inspection Devices belonging to the Purchaser</b></p> <p>(a) Purchaser furnished test/inspection devices have to be sent back to the Purchaser by the Supplier without further request after contract fulfilment if not defined differently by the Purchaser.</p> <p>(b) The Supplier is responsible for the calibration status of Purchaser furnished test/inspection devices.</p> <p>Note: "calibration status" is meant as calibration control. The Supplier needs to use a calibrated device and to monitor the expiration.</p>	Supplier	Airbus internal

2.1.22 Preservation, Handling & Storage (link with IAQG-9100 §8.5.4)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-1-22-01.04	<p><b>Conditions for Handling, Storage, Packaging, Transportation and Shipping</b></p> <p>To prevent damage or contamination, the Supplier shall define, document and control the necessary requirements and conditions for handling, storage, packaging, transportation and shipping for all product phases to ensure maximum protection consistent with life and usage. (E.g. including Handling devices, Procedures and Instructions)</p>	Supplier	Airbus internal
GQSM-2.1-22-02.01	<p><b>Segregated Storage Areas</b></p> <p>(a) The Supplier shall place the following items in segregated secure storage areas compatible with the cleanliness and climatic requirements:</p> <ol style="list-style-type: none"> <li>(1) Incoming materials,</li> <li>(2) Intermediate items needing temporary storage,</li> <li>(3) End items before shipping.</li> <li>(4) Non-conforming items</li> <li>(5) Unsalvageable items (scrap) and</li> <li>(6) Items which require to be stored separately for health or safety reasons</li> </ol> <p>(b) Any segregated area shall be identified and labeled for its intended use.</p>	Supplier	Airbus internal
GQ-1-22-04.03	<p><b>Storage Control</b></p> <p>The Supplier shall maintain control over acceptance into and withdrawal from storage areas.</p>	Supplier	Airbus internal
GQSM-2.1-22-04.01	<p><b>Storage Records</b></p> <p>The Supplier shall maintain proper records</p> <p>(a) to provide traceability within the storage or segregated area and</p> <p>(b) to ensure that all stored items are</p> <ol style="list-style-type: none"> <li>(1) within the usable life limits,</li> <li>(2) controlled and</li> <li>(3) retested</li> </ol>	Supplier	Airbus internal
GQSM-2.1-22-05.01	<p><b>Quality Degradation with Age and/or Environment</b></p> <p>(a) The Supplier shall identify all materials and articles that have definite characteristics of quality degradation with age and/or environment (e.g. shelf life limited parts, storage conditions like cooling). The Supplier shall affix this information directly on all containers and/or packaging and include it in the certification document.</p>	Supplier	Airbus internal

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	(b) For shelf life limited items, the Supplier shall indicate the applicable shelf life and expiry date limitations in these places.		
GQ-1-22-12.04	<p><b>Service Life Limits</b></p> <p>(a) Unless otherwise specified in contractually applicable documentation (e.g. contract, purchase order) the service life of the delivered limited shelf life products shall not be less than 80 % of their service life with effect from the date of delivery.</p> <p>(b) Any deviations are subject to a formal and traceable request to and formal approval by the Purchaser prior to being worked and delivered.</p>	Supplier	Airbus internal
GQSM-2.1-22-07.01	<p><b>Special Transportation Requirements</b></p> <p>(a) Any specific storage condition, e.g. low temperature, shall also be applied and guaranteed during transportation.</p> <p>(b) Transportation of dangerous items (e.g. Pyrotechnic devices) shall comply with the rules defined in document "ST/SG/AC 10/1 Recommendation on the Transport of Dangerous Goods".</p>	Supplier	Airbus internal

<b>2.1.23 Repair, reliability and availability (link with IAQG-9100 §8.5.5)</b>			
QAA Req.No.	Requirements	Applicability	Origin
GQ-1-23-03.03	<p><b>Mean Time Before Failures (MTBF) and Mean Time To Repair (MTTR)</b></p> <p>The Supplier shall, whenever possible, select equipment with identified Mean Time Before Failures (MTBF) and Mean Time To Repair (MTTR) values.</p>	Supplier	Airbus internal

<b>2.1.24 Release of products and services (link with IAQG-9100 §8.6)</b>			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-24-01.01	<p><b>Foreign Object debris &amp; Damage Management</b></p> <p>(a) The Supplier shall have a Foreign Object debris &amp; Damage (burrs, tool marks, scale and other surface defects and contaminants) prevention program compliant with EN9146 covering all stages of the Product life from design to delivery:</p> <p>(1) to guarantee Foreign Object Debris (FOD) and Foreign Object Damage (FOD) free Products are delivered to the Purchaser, other Suppliers of the Purchaser and the Purchaser's Customers,</p> <p>(2) to document, analyze and launch adequate corrective actions in case of FOD / FOD</p> <p>(b) Notes:</p> <p>(1) This includes prevention of emissions from the material itself and its surface treatments caused by low or high temperatures (outgassing, offgassing). The Purchaser reserves the right to ask the manufacturer/supplier for information or request the manufacturer/supplier to conduct specific tests on this aspect.</p> <p>(2) This covers verification that consumables used during manufacturing/assembly/maintenance and/or integrated in the Product are only those authorized in technical specifications and/or manufacturing instructions.</p> <p>(3) No protective lubricants or substances shall be applied unless otherwise specified in applicable specification documents from the Purchaser.</p> <p>(4) All supplied items shall be the object of cleanliness control and an appropriate cleaning process before they are packaged for delivery.</p> <p>(5) All supplied items shall be handled and packaged in such a way as to prevent mechanical damage and contamination (e.g. from PVC or fibres) during storage and transportation.</p> <p>(6) All supplied items shall be compliant with the European REACH directive (EC) No. 1907/2006 Annex II. It is to be considered by the Supplier, that exceptions to legal regulations are possible for aerospace applications.</p> <p>(7) Any proposal by the supplier to deviate from these requirement shall be subject to a formal request to and formal approval by the Purchaser, giving full justification and demonstrating that the risk associated with the material is of an acceptable level.</p> <p>(c) If necessary, the Purchaser may provide technical support or expertise.</p>	Supplier	Airbus internal

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GQSM-2.1-24-02.01	<p><b>Additional Requirements for Programme Line SPACE</b></p> <p>In addition, for any items delivered to the Programme Line SPACE, the following shall apply:</p> <p>(a) For delivery, the cleanliness of items must be acceptable for entering an ISO 8 clean room without any additional cleaning. For details on how this can be achieved, please refer to "TN-ADST-1000206235 Subcontractor cleaning and packaging of flight parts/assemblies".</p> <p>(b) Items containing the following materials in any form are prohibited, except when formally agreed on a case-by-case basis by the Purchaser:</p> <ol style="list-style-type: none"> <li>(1) Pure zinc</li> <li>(2) Pure cadmium</li> <li>(3) Pure tin (electroplated or fused – defined as a material including at least 97% Sn)</li> <li>(4) Mercury</li> <li>(5) Radioactive materials</li> <li>(6) Polyvinylchloride (PVC).</li> <li>(7) Polyvinylacetate (PVAC)</li> <li>(8) Polyvinylbutyral (PVB)</li> <li>(9) Polysulphide</li> <li>(10) Alkyd</li> <li>(11) Cellulose</li> <li>(12) Celluloseacetate</li> </ol> <p>(c) Material for primary packaging</p> <ol style="list-style-type: none"> <li>(1) The only permitted material for primary packaging, i.e. directly in contact with the item(s), is SCC 1000.</li> <li>(2) If the supplier chooses another type of packaging, it must be verified and tested.</li> <li>(3) Introduction of primary packaging other than SCC 1000 is subject to a formal and traceable request to and formal approval by the Purchaser prior to being worked and delivered.</li> <li>(4) Adhesive bottles and similar items may also not be in direct contact with cardboard packaging.</li> </ol>	Supplier	Airbus internal
GQSM-2.1-24-03.01	<p><b>Electro Discharge</b></p> <p>(a) All products shall be free from electro discharge. E.g.: Damage by electrostatic discharge, any residue from spark erosion, ...</p> <p>(b) If applicable the Supplier shall establish and maintain an ESD protection program in accordance with a recognised standard for use during the design, manufacture, test and storage/transport for product subject to ESD.</p>	Supplier	Airbus internal
GQSM-2.1-24-04.01	<p><b>Condition of Delivered Items</b></p> <p>(a) All items delivered shall be from new manufacture and unused.</p> <p>(b) Surplus, reworked, reclaimed, repaired or remanufactured items shall not be supplied to the Purchaser.</p> <p>(c) Any deviations are subject to a formal and traceable request to and formal approval (Concession) by the Purchaser prior to being worked and delivered.</p>	Supplier	Airbus internal
GQSM-2.1-24-05.01	<p><b>Configuration of Delivered Items</b></p> <p>(a) The configuration of the delivered products or services shall be formally controlled.</p> <p>(b) The Supplier organization shall review, approve and configure the delivery documentation (e.g. test reports, certificates...) attached to each deliverable.</p>	Supplier	Airbus internal
GQ-1-24-05.03	<p><b>Shipping note</b></p> <p>The shipping note shall comprise the following details as minimum:</p> <ol style="list-style-type: none"> <li>(1) Purchase order number/ contract number</li> <li>(2) Part number and – index</li> <li>(3) Serial number (if applicable)</li> <li>(4) Production order number (if applicable)</li> </ol>	Supplier	Airbus internal
GQSM-2.1-24-07.01	<p><b>Material Safety Data Sheet</b></p> <p>(a) For chemical products, the Material Safety Data Sheet (MSDS) must be supplied at least for the first delivery.</p> <p>(b) Upon each update, a new MSDS is required for the first subsequent delivery.</p>	Supplier	Airbus internal

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	<p>(c) Each update applied to the MSDS must be explicitly shown.</p> <p>(d) The MSDS shall be written in the language of the consignee country and be compliant with the European REACH directive (EC) No. 1907/2006 Annex II.</p>		
GQSM-2.1-24-08.01	<p><b>Certificates</b></p> <p>(a) As per regulation EASA/FAA or equivalent national regulation (e.g. EASA Part 145/21, FAR 145/21, EMAR 145/21, DEMAR 145/21, PERAM 145/21) , the Supplier holding a Production Organization Approval recognized by the Purchaser (POA or equivalent) and covering the Product (included in its capability list) shall release its Product with an Authorized Release Certificate (ARC) (EASA Form 1 or equivalent)</p> <p>(b) By default, in all other cases, the Supplier shall release its Product with a Certificate of Conformity (CoC)</p>	Supplier	Airbus internal
GQSM-2.1-24-09.01	<p><b>Authorized Release Certificate</b></p> <p>(a) The Supplier shall release its Product with an Authorized Release Certificate (ARC) acceptable to the Purchaser (e.g. EASA Form 1, FAA 8130-3, TCCA Form One, or equivalent). Notes: (1) This implies having verified that the released Product is in conformity with approved Design Data and is in condition for safe operations. However, when conformity with approved Design Data cannot be attested (e.g. prototype pending certification, some modifications not yet approved), only conformity with non-approved Design Data can be attested in the ARC in line with applicable regulation.</p> <p>(b) When the Supplier Production Organization Approval (POA) or equivalent has not been granted yet, or when the Purchaser's Product is not yet included in the Supplier's POA capability list at start of deliveries, the Supplier shall: (1) request temporary authorization from the Purchaser to release the Product with a Certificate of Conformity (CoC) instead of an ARC, (2) inform the Purchaser when the situation has evolved and confirm that the Product will be released with an ARC from now on.</p>	Supplier	Airbus internal
GQSM-2.1-24-10.01	<p><b>Certificate of Conformity</b></p> <p>(a) The Supplier shall release all its Products with a Certificate of Conformity (CoC). Note: This implies having verified that released Product is in conformity with applicable Design Data.</p> <p>(b) The Supplier shall ensure that the CoC: (1) is written in English (or is bilingual), (2) contains at least the following information: (i) CoC reference (including line number) (ii) Supplier name and address, (iii) Supplier code, Commercial and Government Entity (CAGE/NCAGE), if relevant, (iv) Purchase order reference, (v) Product designation and Part number (Airbus Part-Number, if applicable), (vi) Serial number or batch number if relevant (in the case of several batches, each batch must be identified separately. In case of differing manufacturer and packaging batches, both must be identified) (vii) Reference number to an original CoC (or equivalent) from OEM where applicable with copies supplied, (viii) Quantity and unit as relevant, (ix) Reference to any specifications, standards or drawings along with the applicable issue numbers, (x) If appropriate, the applicable shelf life and expiry date limitations and applicable storage conditions (e.g. non-metallic raw material and pyrotechnics) (xi) Description and status of work performed, where applicable, (xii) The source of self-procured material, raw materials, lower-tier machining, processing, any NDT, where applicable (for built-to-print items) (xiii) Any quality-related third-party approvals in support of the delivered product, including registration numbers where applicable. (xiv) Certificates from the supplier's service providers, where applicable (for proprietary products and standard parts), (xv) Any remarks and/or reference affecting the Product, if any (e.g.: non-conformities / concessions with classification, FAI, ...).</p>	Supplier	Airbus internal



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	<p>(xvi) Following statement of conformity (or equivalent wording): “We hereby declare that the delivered Product(s) comply with the applicable requirements, specifications, drawings, regulations, standards and have been successfully tested and/or verified”,</p> <p>(xvii) The authorized signature and name (function also recommended) or individual, unambiguous and traceable signatory code by the supplier's Quality-Manager or their authorised representatives,</p> <p>(xviii) Date.</p> <p>(c) Note: Adherence to IAQG SCM (section 5.2.3 and 5.2.4), or to EN 10204 (certificate 2.1 for Non-structural materials and parts and certificate 3.1 for Structural parts and materials) is an acceptable answer.</p>		
GQSM-2.1-24-11.01	<p><b>CoC Additional Requirements</b></p> <p>(a) for parts manufactured from self-procured materials, the CoC shall</p> <ol style="list-style-type: none"> <li>(1) specify the source of material and the NDT if applicable;</li> <li>(2) Include a copy of the material's certificate of conformity;</li> <li>(3) Provide confirmation of the raw material heat treatment.</li> </ol> <p>(b) Where material has been procured in different heat treatment conditions to those of the final supply, full heat treatment history shall be provided, including ageing details.</p> <p>(c) for stockist/distributors :</p> <ol style="list-style-type: none"> <li>(1) the CoC shall contain the direct reference to the original source of manufacture and provide unbroken traceability by virtue of a batch number or equivalent.</li> <li>(2) documents ensuring traceability of the batch/lot, the supplier/manufacturer and the product reference shall be available and delivered with a copy of the CoC and test/control certificates.</li> </ol> <p>(d) for Value-Added Distributor (VAD as per IAQG-definition, see §4 Glossary and Abbreviations)</p> <ol style="list-style-type: none"> <li>(1) the CoC from the original component manufacturer (OCM) shall be sent certifying the PN without modifications. The OCM must be authorized by Airbus for the received part.</li> <li>(2) the CoC from the distributor shall indicate that the distributor is delivering as VAD for that part that comes from its original component manufacturer (OCM).</li> <li>(3) the CoC from the distributor shall come with an authorization letter in which the original component manufacturer (OCM) authorizes the distributor to be VAD for its product or product family.</li> </ol> <p>(e) for items with a metallic surface finish delivered to the Programme Line SPACE, the CoC shall contain a statement certifying, that no pure tin, either hotdipped or electroplated tin alloys with more than 97% tin, is contained within the material or on the surface.</p>	Supplier	Airbus internal

2.1.25 Control of Non-conforming outputs, warnings/alerts Management (IAQG-9100 §8.7)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-1-25-27.04	<p><b>Root Cause Analysis and Problem Solving</b></p> <p>(a) The Supplier shall have a systematic process in line with EN9136, or an equivalent procedure agreed by the Purchaser (e.g. 8D), to manage and analyze significant and/or recurrent issues (such as Product or Service quality escapes, late production or deliveries, process deviations, documentation issues, late or incorrect design, etc.) in order to contain them, identify their root causes, correct the issue, prevent their recurrence including on similar products and processes and measure their effectiveness.</p> <p>(b) The Supplier shall inform the Purchaser about failures (issues, NC, anomalies, technical event, ...) and the details of the processing shall be aligned with the Purchaser.</p> <ul style="list-style-type: none"> <li>• 48 hours for alerting the Purchaser concerning failure.</li> <li>• 5 working days for providing the formal request for approval.</li> </ul> <p>Note: This includes implementing an Early Warning System to inform the Purchaser when relevant.</p>	Supplier	Airbus internal



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	<p>c) The Supplier shall inform the Purchaser about progress and results of actions in line with the Purchaser's criteria and methodology (e.g. with an 8D-report) and timeframes (these may vary depending on the nature, the complexity and the impact of the issue).</p> <p>d) When no timeframe is specified, the Supplier shall perform and confirm effective implementation of the action plan within two months.</p> <p>e) When the issue has or may have an impact on the final quality or safety of the Purchaser's product or has an immediate impact on the Purchaser's or final Customer's operations, the Supplier shall ensure containment actions are implemented within 72 hours or less in the most critical cases or as specifically requested by the Purchaser.</p> <p>(f) The Supplier shall periodically evaluate the progress of the actions for the correction and prevention of non-conformances in order to ensure proper and timely close-out of actions</p>		
GQSM-2.1-25-02.01	<p><b>Collection and Management of Occurrences and Non-Conformities</b></p> <p>The Supplier shall:</p> <p>(a) collect and analyze internal manufacturing occurrences, identify any possible adverse trends and assess their impact on the Product quality and safety,</p> <p>(b) collect, record and trace all non-conformities (e.g. originated from in-house manufacturing, or Sub-tier suppliers, identified at Purchaser's site or by operator) in an integrated or linked database,</p> <p>(c) establish correlation between the non-conformities found during industrialization, production, tests and after delivery (Manufacturer, in-service and maintenance), and assess their overall impact on Purchaser and Product,</p> <p>Note: Such system can be a Failure Reporting, Analysis and Corrective Action System (FRACAS).</p> <p>(d) provide to the Purchaser :</p> <p>(1) For non-conforming products, a Corrective Action Report (CAR) when deemed necessary by the Purchaser within fourteen (14) calendar days, or another mutually agreed date depending on the complexity of the issue.</p> <p>(2) On Purchaser's request, specific procedures concerning handling and documentation of corrective and preventive actions (e.g. 9S-Methodology according to IAQG/ EN/ ... 9136 or 8D-Report.</p> <p>(3) during dedicated Supplier quality reviews, an overall status including Root Cause Analysis results and corrective/preventive actions implemented to prevent recurrence.</p>	Supplier	Airbus internal
GQSM-2.1-25-03.01	<p><b>Management of Non-Conforming Products</b></p> <p>The Supplier shall:</p> <p>(a) have a documented process</p> <p>(1) for the management and approval of its manufacturing non-conforming Products, and</p> <p>(2) for the avoidance, detection, mitigation and disposition of Counterfeit Parts.</p> <p>(b) identify and physically segregate the non-conforming Products in an access controlled area until they are scrapped, reworked or released after disposition of the non-conformity by the competent organization.</p> <p>(c) It must be assured that non-conforming products and materials are not used for production, assembly and delivery without the Purchaser's approval.</p>	Supplier	Airbus internal
GQSM-2.1-25-04.01	<p><b>Concessions</b></p> <p>The Supplier shall:</p> <p>(a) ensure that all concessions are approved according to the Purchaser Requirements prior to delivery of the Product and the approved concession is enclosed with each delivery and package of these non-conforming parts.</p> <p>(b) ensure, if needed with Support by Airbus DS, that concessions are classified correctly and the classification is clearly and easily identifiable on the concession.</p> <p>(c) ensure that non-conforming Products covered by a concession are marked according to Purchaser Requirements and Guidelines.</p> <p>Note for deployment:</p>	Supplier	Airbus internal

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	<p>(1) The concession number shall be entered in the Certificate of Conformity and, whenever possible, in the equipment label, as well.</p> <p>(2) Each nonconforming part shall be marked with the concession number in or close to the equipment's identification plate.</p> <p>(d) ensure that all elements delivered shall be new manufacture and unused. No reworking or repair shall be carried out without prior written formal authorization (Concession) from Airbus Defence and Space.</p>		
GQSM-2.1-25-05.01	<p><b>Assessment of Non-Conformity after Delivery to Airbus Site</b></p> <p>(a) In case a non-conforming Product (or Service) is identified at Airbus site, and when requested by the Purchaser, the Supplier shall assess the non-conformity with a NC-report and propose solutions (e.g. use-as-is, reject, scrap, or rework / repair Product), and/or raise a concession in line with Purchaser Requirements and planning.</p> <p>Note: In some cases and when agreed between Airbus and the Supplier, the concession may be issued and managed by Airbus on behalf of the Supplier.</p> <p>(b) When the Supplier has installed a non-conforming Product into its upper Assembly and/or has delivered a non-conforming Product to the Purchaser, the Supplier shall help identify the location of the non-conforming Product upon request.</p>	Supplier	Airbus internal
GQSM-2.1-25-06.01	<p><b>Management of Unsalvageable Items</b></p> <p>(a) The Supplier shall manage all Products declared as unsalvageable in line with EN 9147, to ensure they cannot:</p> <ol style="list-style-type: none"> <li>(1) be used for Parts or Equipment manufacturing,</li> <li>(2) re-appear or be sold as airworthy / fit for service at a later date on the aerospace parts market.</li> </ol> <p>(b) The Supplier shall ensure that Products declared as unsalvageable:</p> <ol style="list-style-type: none"> <li>(1) are physically identified,</li> <li>(2) are handled and stored in secured/quarantine areas,</li> <li>(3) are mutilated (when feasible) prior transfer for destruction/recycling.</li> </ol> <p>(c) The mutilation of unsalvageable Items and material shall be done in such a way that they are beyond salvage or repair, including their potential sub-assemblies.</p> <p>(d) When the mutilation of unsalvageable Items and material is not feasible prior to the transfer for destruction/ recycling (e.g. hazardous or small items), the transfer and destruction/recycling process shall be secured with capability to demonstrate the destruction or the recycling.</p>	Supplier	Airbus internal
GQ-1-25-11.04	<p><b>Notification of Product Quality Escape identified Post-Delivery</b></p> <p>The Supplier shall:</p> <p>(a) ensure Airbus is immediately informed in case Products have been delivered and it has been subsequently identified that they are or are suspected to be defective (Product Quality Escape) and this potentially impacts technical, quality and/or industrial aspects,</p> <p>(b) notify any Product Quality Escape in accordance with the EN 9131,</p> <p>(c) support investigation with Airbus Design Organization to identify those Product Quality Escapes that could lead to an unsafe condition and provide assistance in dealing with any actions.</p>	Supplier	Airbus internal
GQSM-2.1-25-08.01	<p><b>Non-Conformance on Other Programs</b></p> <p>The Purchaser shall be notified within 5 working days of any non-conformance occurring on other programs when it becomes available to the Supplier knowledge if those non-conformance may affect hardware or software delivered to the Purchaser.</p>	Supplier	Airbus internal
GQ-1-25-14.03	<p><b>Alert System</b></p> <p>The Supplier shall participate in the alert system organized by the Purchaser or other Project stakeholder, by:</p> <p>(a) Assessment of the impact of incoming alerts to Project work, and definition, implementation and follow-up of necessary corrective actions at any Project level.</p> <p>(b) Distribution of incoming alerts to the possible affected stakeholders within the project.</p> <p>Note: Project stakeholders may be authorities, agencies, etc...</p>	Supplier	Airbus internal
GQ-1-25-26.03	<p><b>Information about Potential Alerts</b></p>	Supplier	Airbus internal

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	The Supplier shall provide information to the Purchaser about potential alerts regarding problems (e.g. counterfeit parts) related to raw materials, sub-assemblies, processes or similar products as those delivered to the Purchaser.		
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<b>2.1.26 Monitoring, measurement and Data Control (link with IAQG-9100 §9.1)</b>			
<b>QAA Req.No.</b>	<b>Requirements</b>	<b>Applicability</b>	<b>Origin</b>
GQ-1-26-10.03	<p><b>Record System</b></p> <p>The Supplier shall maintain a system to record, acknowledge &amp; control drawings, specifications, instructions &amp; electronic media with their references &amp; associated issues.</p>	Supplier	Airbus internal
GQ-1-26-04.03	<p><b>Process Metrics</b></p> <p>The Supplier shall have appropriate metrics at relevant phases of the processes that facilitate performance management and control of the processes.</p>	Supplier	Airbus internal
GQSM-2.1-26-03.01	<p><b>Sampling Tests</b></p> <p>(a) When sampling plans are used the Supplier shall define and justify the following:</p> <ul style="list-style-type: none"> <li>(1) sample size, sample selection methods and criteria for inspection severity,</li> <li>(2) acceptance / rejection criteria, and</li> <li>(3) screening of rejected lots.</li> </ul> <p>(b) The Supplier shall maintain records of the sampling tests, together with the identification of the characteristics to which sampling is applied.</p>	Supplier	Airbus internal
GQ-1-26-06.03	<p><b>Manufacturing Readiness Review (MRR)</b></p> <p>When requested by the Purchaser a Manufacturing Readiness Review (MRR) shall be carried out by the Supplier prior to new product production, it will cover the following aspects as applicable to product:</p> <ul style="list-style-type: none"> <li>(a) status of product definition and requirements, differences with the status of the qualification model, and impacts of these differences;</li> <li>(b) status of manufacturing, assembly, inspection and test documentation, differences with the status of the qualification model, and impacts of these differences;</li> <li>(c) validation status of manufacturing processes, with particular emphasis on critical processes;</li> <li>(d) implementation of dispositions for risk reduction, as defined by risk assessment, into the manufacturing, assembly, integration, inspection and test procedures;</li> <li>(e) availability of specified production, measuring and inspection equipment, and calibration status, when relevant;</li> <li>(f) cleanliness of facilities, with respect to the specified cleanliness levels;</li> <li>(g) facility temperature and humidity with respect to requirements.</li> </ul>	Supplier	Airbus internal
GQ-1-26-07.03	<p><b>Tooling Process</b></p> <p>(a) The Supplier shall have a documented process to manage accountability, identification and maintenance of manufacture, assembly and integration tooling.</p> <p>(b) The following aspects of tooling control shall be covered:</p> <ul style="list-style-type: none"> <li>(1) all tooling shall be verified for dimensional accuracy prior to first use, following modification &amp; at specified appropriate intervals during its life, this verification must be approved by qualified personal</li> <li>(2) a register of all tooling shall be maintained &amp; used to manage/record the above actions</li> <li>(3) all tooling shall be properly stored to prevent misuse, damage &amp; deterioration.</li> <li>(4) unnecessary tooling shall not be kept in working areas</li> </ul>	Supplier	Airbus internal

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2.1.27 Audits, performance evaluation (link with IAQG-9100 §9.2)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.1-27-01.01	<p><b>Audits and Assessments</b></p> <p>In accordance with any applicable security regulations</p> <p>(a) The Supplier shall plan and perform internal and Sub-Tier audits and assessments using established and maintained procedures and/or instructions.</p> <p>(b) The Supplier shall perform audits on its own performance to verify the implementation and effectiveness of the provisions defined in the PA/QA (or equivalent) plan.</p> <p>(c) Audit results shall be made available to the Purchaser upon request.</p>	Supplier	Airbus internal

## 2.2 Configuration Management Requirements

2.2.01 Control of documented Informations (link with IAQG-9100 §7.5.3)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-2-01-12.03	<p><b>Data and Documentation Management – General</b></p> <p>The Supplier shall comply with the regulatory and specific Purchaser Requirements related to documentation and data (scope, content, configuration management, archiving, retention and retrieval).</p> <p>Note : For example, the ISO 27001 ensure that classified information communicated to Supplier is handled properly</p>	Supplier	Airbus internal
GQSM-2.2-01-02.01	<p><b>Control and Distribution of Documentation</b></p> <p>(a) The Supplier shall be responsible for controlling documentation in force as well as its distribution to Sub-Tiers.</p> <p>(b) The Supplier shall ensure that:</p> <p>(1) The up-to-date version of appropriate documents and data are available at all locations where operations essential to the effective functioning of the quality system are performed;</p> <p>(2) Proper data and documentation exchange procedures and formats are set up throughout the Supplier Project organisation;</p> <p>(3) Documents are identified and verified for adequacy, currentness and incorporation of product assurance requirements;</p> <p>(4) Changes to documents and data are reviewed and approved by the same functions or organisations that performed the original review and approval unless specifically designated otherwise;</p> <p>(5) Changes to be implemented on Purchaser request are done before 5 working days from the receiving date at the facility if not otherwise agreed with the Purchaser.</p> <p>(6) A master list or equivalent document control procedure identifying the current revision of documents and data support is established and is readily available to preclude the use of invalid or obsolete documents and data.</p> <p>(7) Purchaser documentation is kept in appropriate safe conditions (confidential, limited access, accident prevention, etc.).</p>	Supplier	Airbus internal
GQ-2-01-08.03	<p><b>Change Requests</b></p> <p>When requested by the Purchaser the Supplier shall provide a list of all change requests related to the product to the Purchaser.</p>	Supplier	Airbus internal

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2.2.02 Identification and Traceability (link with IAQG-9100 §8.5.2)			
QAA Req.No.	Requirements	Applicability	Origin
GQSM-2.2-02-01.01	<p><b>Identification and Traceability</b></p> <p>(a) Production stage and inspection status shall be clearly identifiable and traceable on all production batches - including partial batches, semi finished products, components and subassemblies - at any time.</p> <p>(b) The supplier shall be capable to trace data, personnel and equipment related to procurement, manufacturing, inspection, test, assembly, integration and operations activities.</p> <p>(c) The Supplier shall guarantee the traceability of all their calibrated measuring tools and means by recording in which operations they are used.</p> <p>(d) All items used in a subsystem shall fulfil the traceability requirements.</p> <p>(e) This includes associated raw materials and all processes/procedures/reports, even if they are subcontracted or delegated to lower-tier suppliers.</p> <p>(f) For any manufactured product, a sequential record of its production (manufacture, assembly, inspection/ verification) must be available.</p> <p>(g) Where material has been procured with different properties, (e.g. heat treatment conditions) to those of the final supply, full treatment history shall be provided, (e.g. heat treatment including ageing details.)</p> <p>(h) Operator &amp; inspector's identification must be written on the shop traveler log and managed by an appropriate method to provide traceability of operations.</p> <p>(i) The Supplier shall establish and maintain records of temporary installations and removals.</p> <p>(j) In any purchasing case (distributor or manufacturer), the Supplier shall be capable of demonstrating the traceability of the original source, batch and certifications of manufacturer.</p>	Supplier	Airbus internal
GQ-2-02-10.03	<p><b>Identification Control</b></p> <p>The Supplier shall establish and maintain controls to ensure that:</p> <p>(a) identification numbers are assigned in a systematic and consecutive manner,</p> <p>(b) identification numbers of scrapped or destroyed items are not used again,</p> <p>(c) identification numbers, once allocated, are not changed, unless the change is authorized by the Purchaser,</p> <p>(d) a bidirectional and unequivocal relationship/traceability between parts, materials or products, their location and associated documentation or records is established, maintained and documented throughout all phases of contract performance and operational life of deliverable items.</p>	Supplier	Airbus internal
GQ-2-02-12.04	<p><b>Change Configuration System</b></p> <p>The Supplier shall implement a configuration system to manage any changes, including lower tier activities.</p>	Supplier	Airbus internal
GQSM-2.2-02-04.01	<p><b>Identification of Items</b></p> <p>(a) In order to maintain traceability of a part or item, the Supplier shall:</p> <ol style="list-style-type: none"> <li>(1) immediately replace a lost or damaged identifications,</li> <li>(2) assure identification are located on visible places without interfering with the configuration, and are perfectly legible.</li> </ol> <p>(b) Parts / items losing their traceability shall be treated as non-conforming items.</p>	Supplier	Airbus internal
GQSM-2.2-02-05.01	<p><b>Marking and Labeling of Items</b></p>	Supplier	Airbus internal

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	<p>(a) The Supplier shall ensure that appropriate marking and labeling for packaging, storage, transportation and shipping of items are performed in accordance with the applicable specifications.</p> <p>(b) Items and/or their transport containers shall be labeled in a manner to ensure explicit identification (e.g. materials from different batches) and prevent accidental switching or mixup of parts.</p> <p>(c) Each individual container and/or packaging shall carry unequivocally, durable and legible external marking including:</p> <ol style="list-style-type: none"> <li>(1) Airbus DS Purchase order number</li> <li>(2) manufacturer</li> <li>(3) item designation</li> <li>(4) part number and version</li> <li>(5) applicable specification or standard,</li> <li>(6) the quantity of items,</li> <li>(7) batch identification or traceability / series number,</li> <li>(8) product conformance report reference</li> <li>(9) date of packing</li> <li>(10) relevant concession numbers if applicable</li> <li>(11) special storage requirements if applicable</li> </ol> <p>(d) Items themselves including raw and consumable material shall be marked as specified on the drawing or in applicable specification / standard with regards to:</p> <ol style="list-style-type: none"> <li>(1) location and method</li> <li>(2) part number and version</li> <li>(3) batch identification or traceability / series number,</li> <li>(4) whenever possible relevant concession numbers if applicable</li> <li>(5) any other identification required by the drawing or specification / standard</li> </ol> <p>(e) Items having limited-life or definite characteristics of quality degradation or drift with age or use shall be marked to indicate the dates, test times or cycles at which life was initiated and at which the useful life expires.</p> <p>(f) Dangerous items (e.g. dangerous chemicals, pyrotechnic devices)</p> <ol style="list-style-type: none"> <li>(1) Dangerous items shall be delivered with marking (e.g. color coding) for visual identification of the nature of the item according to document "ST/SG/AC 10/1: Recommendation on the Transport of Dangerous Goods". The marking on the elements shall not be removable by the action of solvents or the environmental conditions.</li> <li>(2) For dangerous items the label must be written in the language of the Airbus DS site to which the item is delivered.</li> </ol>		
<p>GQSM-2.2-02-06.01</p>	<p><b>Requirements for Batches and Lots</b></p> <p>(a) When possible the items delivered according to the procurement specification / document shall be from a single manufactured batch in term of the material and/or treatment.</p> <p>(b) All items from the same batch shall be packed in unit packaging.</p> <p>(c) Batches that were split shall not be grouped together again. (e.g. batches that were split for heat treatment).</p> <p>(d) If a lot is made up of several batches, full sequential traceability must be ensured of all records of production (manufacture, assembly, inspection).</p> <p>(e) In case a manufacturing batch is split into several packaging batches, both need to be identifiable and fully traceable.</p>	<p>Supplier</p>	<p>Airbus internal</p>
<p>GQSM-2.2-02-07.01</p>	<p><b>Configuration of Software</b></p> <p>In case of Software as an own configured item, Integrated software shall be identified on the containing hardware.</p> <p>E.g.: This is applicable in case of Software as an own LRI/LRU (Line Replace Item / Line Replaceable Unit) and not configured under the Hardware LRI/LRU. -&gt; e.g. field loadable software.</p>	<p>Supplier</p>	<p>Airbus internal</p>

### 2.3 Supply-Chain Requirements

2.3.01 Capacity management (link with IAQG-9100 §8.5.1.3)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-3-01-03.03	<p><b>Use of the Purchaser's Procurement Plans</b></p> <p>(a) The Supplier shall verify procurement plans (purchase orders, call-ups, forecasts) sent by the Purchaser for integrity and applicability prior to manual or automatic import into its production management system.</p> <p>(b) The Supplier shall use the Purchaser's procurement plans data for its Sales and Operations Planning (S&amp;OP) and Master Production Schedule (MPS).</p>	Supplier	Airbus internal
GQ-3-01-05.03	<p><b>Capacity Management Process</b></p> <p>For Development/ Production / Maintenance,</p> <p>(a) The Supplier shall have a process to manage capacity including the following steps:</p> <ul style="list-style-type: none"> <li>(1) at strategic level (long term): <ul style="list-style-type: none"> <li>(i) Resource Requirements Planning (RRP),</li> </ul> </li> <li>(2) at tactical level (medium term): <ul style="list-style-type: none"> <li>(i) Rough Cut Capacity Planning (RCCP),</li> <li>(ii) Capacity Requirement Planning (CRP),</li> </ul> </li> </ul> <p>Note: Alternatives can be presented (e.g. aggregation of RCCP and CRP) provided that the Supplier demonstrates the relevance of its solution.</p> <p>(3) at operational level:</p> <ul style="list-style-type: none"> <li>(i) Input/Output Control (I/O).</li> </ul> <p>(b) The Supplier shall demonstrate the consistency of its capacity management with its production planning activities throughout its production management system, by performing a capacity assessment.</p> <p>Note: When requested, the Supplier has to demonstrate its industrial capacity using the tool provided by the Purchaser</p> <p>(c) For each step, the Supplier shall define:</p> <ul style="list-style-type: none"> <li>(1) the purpose of the plan,</li> <li>(2) the owner of the process,</li> <li>(3) the inputs/outputs data,</li> <li>(4) the planning horizon,</li> <li>(5) the time bucket,</li> <li>(6) the update frequency.</li> </ul> <p>(d) The Supplier shall describe how the data accuracy is:</p> <ul style="list-style-type: none"> <li>(1) ensured throughout the process,</li> <li>(2) monitored during the Product lifecycle (including the development phase).</li> </ul> <p>Note: The data can include routing sheets content, allocated hours, cycle time and Takt time convergence, Overall Equipment Effectiveness (OEE) as relevant.</p>	Supplier	Airbus internal
GQ-3-01-06.03	<p><b>Inventory Management</b></p> <p>The Supplier shall manage its inventory (including Work In Progress), in particular:</p> <ul style="list-style-type: none"> <li>(a) rules for determining safety stocks or lead time margin (criteria for Product selection and safety solutions),</li> <li>(b) rules for physical inventory (e.g. cycle counting with ABC classification, annual),</li> <li>(c) method to control and guarantee inventory accuracy (e.g. incoming inspection, stocktaking),</li> <li>(d) implementation of First In First Out (FIFO) methodology,</li> <li>(e) selection and deployment of relevant logistic solutions,</li> <li>(f) bottleneck management,</li> </ul>	Supplier	Airbus internal



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	(g) KPIs to monitor inventory.		
GQ-3-01-07.03	<b>Backorder Management</b> The Supplier shall manage its Backorders, including monitoring of delays and shortages, to anticipate and mitigate the risk of delays or poor quality on Purchaser side.	Supplier	Airbus internal

<b>2.3.02 Transfer of Work (link with IAQG-9100 §8.1)</b>			
<b>QAA Req.No.</b>	<b>Requirements</b>	<b>Applicability</b>	<b>Origin</b>
GQ-3-02-01.04	<p><b>Transfer of Work Process – General</b></p> <p>(a) For Supplier Driven Transfer, the Supplier shall register and monitor Transfer of Work projects in a ToW Database.</p> <p>(b) The Transfer of Work Team shall check and ensure that the manufactured part being transferred matches to the design definition/ specification and that the actual in-service performance of the manufactured part, out of production and pre-mod spare part capability is ensured.</p> <p>(c) For Supplier Driven Transfer, the supplier shall not start any transfer of work related to an Airbus’ supplier without the prior agreement from Airbus.</p> <p>(d) The supplier shall participate to the Kick-off meeting, steering meetings and to subsequent reviews as requested by Airbus.</p> <p>(e) The supplier shall check and ensure that no physical transfer will be permitted until all gaps, identified during LAI (or Last Verification), are closed.</p> <p>(f) The supplier shall update regularly the risk assessment template and the associated risk and opportunity register and informs Airbus as required until the final completion of the transfer.</p>	Supplier	Airbus internal
GQ-3-02-02.04	<p><b>Transfer of Work - Transfer Notification Form</b></p> <p>(a) For Supplier Driven Transfer, the supplier shall send to Airbus the ToW-notification form (or equivalent).</p> <p>(b) For Supplier Driven Transfer, the Supplier shall deliver for each transfer notification, a ToW-Dossier (inc. ToW-plan) which is agreed by Airbus and which demonstrates compliance to Airbus requirements.</p> <p>(c) For Supplier Driven Transfer, the supplier shall inform the relevant Airbus Procurement representatives in due time upon the decision/approval by the supplier’s board to initiate a Transfer of Work using the relevant notification template.</p>	Supplier	Airbus internal
GQ-3-02-04.04	<p><b>Transfer of Work - Project Plan</b></p> <p>(a) For Supplier Driven Transfer, the supplier shall nominate a ToW Leader who will act as the single focal point for Airbus (before and during a Transfer of Work) and a Transfer of Work team which includes representatives from the relevant disciplines and functions concerned by the transfer.</p> <p>(b) The ToW-Leader shall have the right level of Project Management skills and experience to manage the transfer.</p> <p>(c) The Supplier shall participate to the knowledge transfer, and for Supplier Driven Transfer, the Transfer of Work Leader shall ensure an appropriate knowledge transfer due to ToW (i.e. organizing, creating, capturing and distributing knowledge and ensuring its availability for future users).</p> <p>(d) The ToW Leader shall consolidate the overall ToW reporting and tracking of progress to include the relevant programme(s) axis.</p> <p>(e) For Supplier Driven Transfer, the supplier* shall provide the report listing the gaps identified during the FAI (or first Verification) against LAI (or Last verification) and the mitigation plan to close those gaps.</p>	Supplier	Airbus internal



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	<p>(f) Last Article Inspection _LAI_ (or Last verification) shall be carried out following the ToW LAI strategy.</p> <p>(g) The Supplier shall ensure that the supplier's subtier-OUT informs Airbus Supply Chain Quality representatives about any SP/NDT/ TM qualifications couples that shall be removed (as not applied anymore) due to the transfer.</p> <p>Note*: This requirement is also applicable to BFE-suppliers (Buyer Furnished Equipment).</p>		
GQ-3-02-05.04	<p><b>Transfer of Work - APQP driven</b></p> <p>(a) For Airbus-Driven transfer, the supplier shall provide all necessary information to Airbus related to the transfer risk assessment (APQP Decision Tree _APQP-DT_ or equivalent risk analysis)</p> <p>(b) For Supplier-Driven transfer, the supplier* shall issue a Risk assessment template (APQP Decision Tree _APQP-DT_ or equivalent risk analysis) including a risk and opportunities register and provides it to Airbus for acceptance before launching the Transfer of Work.</p> <p>Note*: This requirement is also applicable to BFE-suppliers (Buyer Furnished Equipment).</p>	Supplier	Airbus internal

2.3.03 Delay Management (link with IAQG-9100 §8.4.1.1)			
QAA Req.No.	Requirements	Applicability	Origin
GQ-3-03-01.03	<p><b>Management of Delays</b></p> <p>The Supplier shall:</p> <p>(a) collect internal and external delays in an integrated or linked database, establish correlation between the delays found during industrialization, production (including tests) and after delivery to the Purchaser,</p> <p>(b) analyze the delays, identify and manage their root causes,</p> <p>(c) record and correlate the root causes, set up corrective and preventive actions and measure their effectiveness,</p> <p>(d) inform the Purchaser in case of forecasted delays.</p>	Supplier	Airbus internal
GQ-3-03-02.04	<p><b>Supply Chain Indicators (Delivery and Capacity) and Supply Chain Reviews</b></p> <p>The Supplier shall:</p> <p>(a) calculate its own delivery performance indicators based on the definitions provided by the Purchaser,</p> <p>(b) provide the delivery metrics as defined in the Supply Chain Flow Chart,</p> <p>(c) provide results of its delivery performance indicators upon Purchaser request,</p> <p>(d) perform a gap analysis between its own delivery performance indicators and those calculated by the Purchaser and provide the Purchaser upon request with any evidence and justification of gaps,</p> <p>(e) calculate its own capacity performance indicators correlated with delivery performances and provide the result to the Purchaser upon request,</p> <p>(f) participate in regular supply chain review meetings organized by the Purchase to assess the capacity and delivery performances and review associated actions.</p>	Supplier	Airbus internal

### 3 Referenced documents

**For your information, the following docs have been used as source-documents for building the GSCQR for Structures and Material.** All relevant content is part of this directive.

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<b>Doc Reference</b>	<b>Title</b>
ABD0000 Issue E	Aircraft Constituent Items
AQAP 2310	NATO Quality Assurance Requirements for Aviation, Space and Defence Suppliers
ECSS-Q-ST-70-39C	Welding of metallic materials for flight hardware
IAQG (EN/ AS/ JISQ) 9100	QMS – Requirements for Aviation, Space and Defence Organizations
IAQG ... 9102	QMS – First article inspection requirements
IAQG ... 9110	QMS – Requirements for Aviation Maintenance Organizations
IAQG ... 9120	QMS – Requirements for Aviation, Space and Defence Distributors
IAQG ... 9131	QMS - Nonconformance Data Definition and Documentation
IAQG ... 9136	Root cause analysis and problem solving (9S Methodology)
IAQG ... 9145	Requirements for Advanced Product Quality Planning and Production Part Approval Process
IAQG ... 9146	Foreign Object Damage (FOD) Prevention Program
IAQG ... 9147	Management of unsalvageable Items
ISO 9001	Quality management systems – Requirements
ISO 10012:2003	Measurement management systems - Requirements for measurement processes and measuring equipment
ISO 17025	General requirements for the competence of testing and calibration laboratories
ISO 27001	Information technology –Security techniques – Information security management systems – Requirements
PQAR-1	Quality Assurance Requirements for Tornado Suppliers
QAP-J-0-E-1001	Quality Assurance Requirements for Suppliers - Eurofighter
ST/SG/AC 10/1	Recommendation on the Transport of Dangerous Goods
TN-ADST-1000206235	Subcontractor cleaning and packaging of flight parts/assemblies
TT.GOV.D070	Airbus DS Generic Supply-Chain and Quality Requirements for Suppliers

## 4 Glossary and Abbreviations

<b>Term</b>	<b>Definition</b>
	<b>Airbus Defence and Space internal definitions:</b>
ASR	Airbus Supplier Requirement
Batch	A batch defines a quantity of items manufactured by a unique industrial process including raw material (i.e. when certain items of the lot are worked/processed in different conditions, these different items constitute a different batch of the lot)
Lot	A lot defines a quantity of batches produced according to the procurement specification/documents. A lot is produced according to its own work order.
Part	Used sometimes instead of Item in this document
Product	Used sometimes instead of Item in this document
FAI	First Article Inspection
LAI	Last Article Inspection

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<b>Term</b>	<b>Definition</b>
	<b>Relating to external norms and standards:</b>
AQAP NQAA NQAR	NATO Standard National Quality Assurance Authority NQAR: National Quality Assurance Representative
ECSS	European Cooperation for Space Standardization
EN	European Standard
IAQG	International Aerospace Quality Group
ISO	International Organization for Standardization
JISQ	JISQ: Japanese Aerospace Quality Group
SJAC	SJAC: Society of Japanese Aerospace Companies
SAE AS ARP	Society of Automotive Engineers SAE Aerospace Standard SAE Recommended Practice
	<b>Relating to Authorities:</b>
EASA	European Union Aviation Safety Agency
EMAR / DEMAR / PERAM	European / German / Spanish Military Airworthiness Requirements
FAA FAA PMA	Federal Aviation Administration FAA Parts Manufacturer Approval
DOA	Design Organisation Approval according to EASA or equivalent Part 21 - J
POA	Production Organisation Approval according to EASA or equivalent Part 21 - G
MOA	Maintenance Organisation Approval according to EASA or equivalent Part 145
ESA	European Space Agency
GQA	Government Quality Assurance
GQAR	Government Quality Assurance Representative
	<b>Others:</b>
APQP	Advanced Product Quality Planning
HSE	Health, Safety and Environment
Nadcap	National Aerospace and Defense Contractors Accreditation Program
OEM	Original Equipment Manufacturer
QMS	Quality Management System
QA / PA	Quality Assurance / Product Assurance
VAD	Value-Added-Distributor (as per International-Aerospace-Quality-Group definition) : A manufacturer or distributor designated and monitored by the qualified original component manufacturer (OCM) to complete the final assembly of the constituent components of a qualified product and act as a distributor of the finished product assembled on behalf of the qualified original component manufacturer (OCM).

## 5 Contributors

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*Issue: 1*

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## 7 Record of Revisions

<b>Issue</b>	<b>Date</b>	<b>Reasons for Revision</b>
1	1.2.2021	First Issue