

## Terms and Conditions

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### MAINTENANCE, REPAIR, OVERHAUL, FAA REGULATED AND CERTIFICATED REQUIREMENTS - DELIVERABLE

Seller's certificated repair station is required to be a Buyer approved repair station and must sustain such approved status on an on-going basis. Seller shall provide copy of air agency certificate to Buyer representative upon request.

Representatives of Buyer and/or the Federal Aviation Administration (FAA) may inspect and evaluate Seller's facilities, systems, data, equipment, personnel and all completed products processed under this contract. (If Seller is non domestic, the government agency equivalent to the FAA may conduct such inspection and evaluation.)

Work performed under this contract must be accomplished in compliance with Seller's applicable valid air agency certificate(s). All documentation required by this contract and regulation, including dual release airworthiness certification (if required), must be included with each shipment.

Maintenance, Repair, Overhaul (MRO) and or Modification work performed on articles under this contract must be performed and subsequently returned to Boeing or Boeing's Customer from a Buyer approved certificated repair station. Articles which have undergone MRO and or Modification and subsequently returned to Boeing or Boeing's Customer with an Authorized Release Certificate from Non Buyer approved repair station(s) will not be accepted. Costs for delays and re-processing of articles; subsequent re-inspection and repair or modification of articles from a Non Buyer approved repair station will be borne by the Seller.

The Quality Clauses and requirements contained in document D6-84944 Section 1 apply to this Purchase Order. Quality Clauses found in Section 2 of D6-84944 applies if no Boeing term contract has been executed with the Seller.

At a minimum Seller shall include the with each shipment a signed and completed copy of FAA Form 8130-3 'Airworthiness Approval' tag for each article. The return to service must comply with all regulatory requirements including but not limited to, current FAA orders and memoranda. The airworthiness certification must also comply with FAA Order 8130.21 latest revision. The FAA Form 8130-3 'Airworthiness Approval' tag or a separate document as referenced on the Form 8130-3 'Airworthiness Approval' tag must document the identity of maintenance documents and/or the associated revision status and date of each.

In the case of maintenance carried out by a US-based European Aviation Safety Agency (EASA) Part-145 approved organization subject to the Agreement, EASA only recognizes the dual release FAA Form 8130-3 for component, engine, or propeller maintenance.

If an FAA/EASA Dual Release is required by this order, the following is necessary:

1. The FAA Form 8130-3 must include the EASA Part-145 release to service certifying statement, the EASA Part-145 Approval Certificate number in block 12, and specify any overhaul, repairs, alterations, ADs, replacement parts, PMA parts, and quote the reference and issue/revision of the approved data used.
2. The status of the component (repaired, inspected, overhauled, etc.) shall appear in block 11 with any relevant comments including detailed references to approved data, Ads, etc.,

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in block 12. Example: "Overhauled in accordance with CMM 111, Section X, Rev 2, S/B 23 and FAA AD xyz complied with. Full details held on WO 456."

3. Block 12 shall also contain the following statement: "Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number: "EASA 145....."

For The Boeing Company to accept electronically signed authorized release certificate (FAA 8130-3), Seller/Certificate holder must have a current FAA Approved Operations Specification (OPS) A025, Electronic/Digital Recordkeeping System, Electronic/Digital Signature, and Electronic Media approval and provide the FAA Approved OPS A025 information to The Boeing Company. In addition, The Boeing Company may elect to review the procedures associated with the A025 and the Seller may be required to demonstrate access and controls for personnel who are authorized to return to service, articles under the repair station cert as required in Section 145.157 entitled Personnel authorized to approve an article for return to service.

In the absence of the A025 authorization, the person returning the article to service must provide an original signature on the FAA form 8130-3 Return to Service.

If Seller is located in the United States and performs safety-sensitive functions, as described in 14 CFR 120, Drug and Alcohol Testing Program, Seller must be able to demonstrate compliance with the antidrug and alcohol misuse prevention programs for personnel engaged in safety-sensitive functions, including subcontracts at any tier, for work accomplished under this contract.

In this regard, Seller must provide along with other documents and certifications a copy of:

1. Form A449 (Antidrug and Alcohol Misuse Prevention Program)

Or

2. The FAA signed Antidrug Plan/AMPP Certification Statement for your facility with each shipment of work accomplished under this contract.

Or

3. A statement made in the 8130-3 Authorized Release Certificate block 12 that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."

Or

4. A statement in the pack slip signed and dated by the appropriate Quality Assurance personnel that states "This repair/modification/overhaul/inspection was performed with personnel who were part of a current drug and alcohol testing program as required by 14CFR120."

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If Seller meets the definition of a hazmat employer under 49 CFR 171.8 definitions and abbreviations, Seller must have a hazardous materials training program that meets the training requirements of 49 CFR 172, subpart H, training.

With respect to Repair Data & Equivalent Processes, as used herein, "Service Engineering" is a business unit under Boeing Customer Support Engineering and part of Boeing Commercial Aviation Services.

Seller will accomplish any additional required repairs or alterations which fall outside of the allowed scope of the maintenance, overhaul, and repair manual system, as directed and approved by Boeing (or where applicable the original equipment manufacturer) Service Engineering. Before the Seller accomplishes any repairs or alterations that require plating, inorganic coatings, non-destructive inspection/testing, fuel tank coatings and sealants, wire labeling and controlled thermal heat treatment processes that may be deemed equivalent but are not expressly specified in the MRO manual system, such Repairs or alterations must be approved in writing by the original equipment manufacturer prior to usage.

All Standard Repair Manuals (SRM), Aircraft Maintenance Manuals (AMM), Component Maintenance Manuals (CMM), Overhaul Manual, Standard Overhaul Practices Manuals (SOPM), Boeing Aerospace Company (BAC), Boeing Support Services (BSS) or other Original Equipment Manufacturer (OEM) instructions as applicable to the MRO and or Modification in this contract that contain the phrases such as, but not limited to, 'recommendations or recommended practices' etc. will be considered as Seller requirements pertaining to the instructions for MRO and or Modification for this contract.