

GRFS: General Requirements for Suppliers Quality Assurance General Requirements

Summary

This document sets the Quality Assurance General Requirements for Suppliers and regroups all applicable additional specific documents.

Reference Language: English

Validity: AH/AHD/AHE/All Subsidiaries

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Issue	Modified Part	Description of Change
A		New document replaces: QAE 06-01, EI075-06-001, QAE 06-05, QAE 06-02-05
B		Issue B supersedes QAE 06-02 Usage of wording shall, may, must etc. reviewed Paragraph related to special processes changed
C	all	Replaces ER070 06 03 now included inside Appendix B, deletes QAF 06-03-01 ER070 16 01 now fully harmonized Requirements for Design configuration control transferred 7.3.1. in appendix A New Appendix for specific Governmental Programs, new appendix for tools providers New pagination
D	All	Rewording, corrections, new pagination, grouping of requirements Appendix J full rewriting redaction of Governmental Programs specificities issued from specific documentation. (E1101) T 000 M 0981 E05 , (E1101) QD S000 N0803 E01(EI101) QD S000 N0849 E01 (all Tiger & NH90 Quality Assurance Requirements for Suppliers), contents have been included in the general text Appendix K list of approved Nadcap Special Processes
D2	Table of contents	Correction of wrong publishing. The minor evolution
D3	P19 P3	Minor evolution § numbering on French version Ref mistakes between QAE 06-02-04 & QAE 06-03-04
E	All	Updated list of applicable docs Some definitions have been moved for EP 06-12 to this document. An appendix summarizing monitoring of Log Cards has been added Control of docs like log Card, EASA Form1, FAA Form 8130-3 for diverse operations on items has been re-formalized, in answer to several questions from suppliers. (added specific appendix for Log Cards diverse templates filling up) Requirements from EP 06-12, formerly contracted, have been transferred (def. of suppliers, right of access, environmental needs...) List of applicable linked docs has been updated to renaming, mistakes have been corrected. Requirements for EN9100 formal Risk Analysis of global manufacturing process have been explained Numbering of § in accordance to EN9100 ones has been corrected from mistakes Specifics for Certificate of Conformity issued from other applicable docs have been fully included and widely described (CoC Wordings) Wording mistakes have been removed Wording for manufacturing date after a Modification was not clear enough Safety management Systems requirements for Part145 perimeter has been added Added new definitions, and extracts of EASA Regulation for DOA responsibility General requirements rewording Remind of QN process analysis Formalisation by suppliers Some more formal request for work environment is proposed due to worldwide differences The possibility that one had on items "not followed in utilization" to take as a new manufacturing date the afterwards date of a design Modification embodiment had to be removed. (dedicated letter detailing all modifications is available)
E1	Minor modification	Appendix M: explanation to attention of suppliers of changes in this issue
E2	Minor modification	Renaming EUROCOPTER by Airbus Helicopters (and corresponding acronym, initials). Appendix L: obsolete info removed & wrong § numbering

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Associated Documents		
Reference	Document Title	Database
AP2003	Document Retention Requirements for Airbus Suppliers (<i>Appendix I</i>)	Airbus
AP2006	Accepting Non-conforming Items by Concession (<i>Appendix I</i>)	Airbus
AP2190	General Requirements for Aerostructure & Material Suppliers (<i>Appendix I</i>)	Airbus
AP5171	Using Equipment Label for Equipment Data Tracing (<i>Appendix I</i>)	Airbus
BSF-013	First Article Inspection (<i>Appendix I</i>)	Airbus
EI 04-06-01	Handling of Parts according their Classification of Safety	BMSD
EI 04-06-02	Applicable Rules according Equipment Classification	BMSD
EI 09-02-02	Process Control	BMSD
EI 16-04	Log Card Processing	BMSD
EI026 08-003	Subcontractor Non Conformities – Aircraft Components	BMSD
EI075 04-006	Handling Classified Parts according to the Categorization in Safety Classes (applicable to Airbus Program)	BMSD
EP 04-06	Classification of Structural Parts	BMSD
EP 04-22	Cooperation between Design Organization and Production Organizations	BMSD
EP 08-03	Identification, Marking and Traceability	BMSD
ER 04-01-08	Guideline for filling ECPF and QCR templates (mid 2013, compulsory after beginning 2014)	BMSD
ER020 04-01-06	3RD Level maintenance data & repair approval process for equipment suppliers	BMSD
ER020 04-01-05	Guideline for writing Equipment Change Sheet by equipment manufacturers, and Airbus Helicopters validation and approval process.	BMSD
ER050 06-002	Eurocopter Quality Requirements for Aeronautical Component Maintenance Service Providers	BMSD
ER050 19-102	Drafting of SB/LS/ITE by the Vendors Validation/Approval/Release by Airbus Helicopters	BMSD
ER020 04-01-07	3RD Level maintenance data approval process for TIGER program (PHD)	BMSD
ER070 04-06	Quality control of helicopter parts by the Suppliers and Licensees according to their safety class	BMSD
ER070 06-02-06	Exigences spécifiques pour les Fabricants de Demi-Produits, Matériaux & Ingrédients (French only)	BMSD
ER 070 06-02-07	Guide for Writing equipment Test Specification	BMSD
ER070 06-11	Acceptance of the first production article of a bought out item	BMSD
ER070 06-20	Quality Requirements for Brokers	BMSD
ER070 13-06	Writing of requests for concessions by Airbus Helicopters's Suppliers	BMSD
ER070 15-01	Packaging Logistics Conditions for AHE	BMSD
ER070 16-01	Filling of Quality Related documents by Suppliers	BMSD
EI077 15-001	Embalaje y proteccion de piezas para Almacen y Expedicion ... (ECE)	BMSD
ER085-001	Environmental Requirements for Procurement Contracts (ERPC)	BMSD
ER150-09-003	Delivery logistic conditions	BMSD
F020 004	Equipment Evolution Sheet (up to end 2013)	BMSD
F020 207	ECPF template (mid 2013, compulsory after beginning 2014)	
F020 026	Sheet of Storage and Conditioning Conditions (EC only)	BMSD
F020 027	Declaration of Performance	BMSD
F023 04-008 1	AHD ECPF Form (AHD) up to end 2013)	BMSD
F050-06-002	Content of shop report for a maintained component	BMSD
F075 15-003	Sheet of Storage and Conditioning Conditions (all AHG valid)	BMSD
MBBN 240	KENNZEICHNUNG VON BAUEINHEITEN ZEICHNUNGSANGABEN	EADS
QAE 06-02-08	Recommendations for Airbus Helicopters's Manufacturers	BMSD
QAE 06-07	Eurocopter Quality Requirements for EC120 partners	BMSD
QAE 10 01	First Article Inspection in Development	BMSD

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Specific documents applicable to Appendix B

(EI021) DHN1-007-000	"General vigil"	BMSD
(EI021) HS 5015 series	"procedure applicable to hot worked blank and casting"	BMSD
(EI021) HS 5032	"quality standard on windshield"	BMSD
(EI021) HS5011	List of special processes validated at AHG	BMSD
(EI021) HS5022	Helicopter equipment marking	BMSD
HS7072.		
(EI021) HS5022-010 to -040	Helicopter equipment marking series	BMSD
EI043 650 -13	"skills management for electrical manufacturing subcontractor"	BMSD
EI070 06-006	"qualification of subcontractors and cooperating companies for the performance of quality operations concerning periodic inspection of interchange-ability tooling"	BMSD
EI070 06-033	"incoming inspection of composite material"	BMSD
EI070 09-008	"Control of externally sub contracted special processes"	BMSD
EI070 10-003	SITUATION DES INTERVENTIONS D'INSPECTION DANS LE PROCESSUS DE FABRICATION ET DE REVISION DES PIECES METALLIQUES" Situation of inspection work in the manufacturing and overhaul process for sheet metal parts"	BMSD
EI070 10-004	"Inspection plan for manufactured composite products"	BMSD
EI070 10-007	"Inspection plan for concerning the manufacture of electrical items component"	BMSD
EI070 10-021	"Installation inspection plan for assembly of transmission assemblies dynamic components"	BMSD
EI070 18-003	"IN-HOUSE PROCEDURE FOR MANAGING THE CERTIFICATION AND QUALIFICATION OF NON-DESTRUCTIVE TESTING (NDT) INSPECTORS AND SUBCONTRACTORS / REPAIR STATIONS APPROVED BY Airbus Helicopters (France) "	BMSD
EI070 18-005	"in house procedure for managing certification and qualification of non destructive test for AHE"	BMSD
EI071 IGC-04-81-105	"Marking and presentation of pre pregs"	BMSD
EI075 06-002	"Vergabe von Herstellerkennzahlen" "Vergabe von herstellerehenzallen"	BMSD
EI075 18-003	"in house procedure for managing the certification and qualification of NDT inspector at AH..."	BMSD
EI 09-02-02	"process control"	BMSD
EI 09-03	"Controlling geometric interchange-ability for structural and mechanical component"	BMSD
EP 09-02	"Control of material and processes"	BMSD
ER070 06-02-06	"specific requirements for manufacturer of semi product, material and ingredient"	BMSD
ER070 09-01	"Industrialization review of subcontractors Mechanical detail part"	BMSD
ER070 09-02	"Industrialization review for the assembly of subcontractors contracted dynamics system"	BMSD
ER020 04-001	REGLES D'INTERCHANGEABILITE – MATERIAUX METALLIQUES	BMSD
ER070 06-03-04	"Specific requirements for Subcontractors of electrical assemblies (ex QAE 06 03 04)	BMSD
L020 020	"extract of Global replacement file"	BMSD
L030 03-007	Repertoire des couples semi finis non metal. /fournisseurs autorisés par AH	BMSD
L030 03-001	"repertory of subcontractors authorized by Airbus Helicopters to undertake specific processes or activities"	BMSD
L030 03-002	"repertory of metal semi product/manufacturer associations authorized by Airbus Helicopters"	BMSD
L030 03-003	"repertory of metal semi product/manufacturer associations authorized by Airbus Helicopters on critical parts"	BMSD
L030 03-004	"repertory Directory of electrical component / supplier authorized by Airbus Helicopters"	BMSD
L030 03-005	"repertory of subcontractors authorized by AH to undertake thermal or thermo chemical treatments on critical Parts"	BMSD
L030 03 006	"repertory of composite product / supplier authorized by Airbus Helicopters"	BMSD
L030 03-011	"repertory of fasteners, mechanical part, fluid system & miscellaneous standard / supplier authorized by Airbus Helicopters"	BMSD
L041 001	"Standard material, manufacturing instruction"	BMSD
L050 19-102-2	Eurocopter contact to be used by Vendors for sending SB, LS & ITE	BMSD
L070 007	List of electrical conductivity and hardness values of material used at Airbus Helicopters	BMSD
L070 042	Directory of major assemblies in AH French range	BMSD
QAE 06 02 02	"specific quality requirement for manufacturers of forging and casting"	BMSD
QAE 06 02 03	"specific quality requirement for bearing manufacturers"	BMSD

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QAE 06 02 04	specific quality requirement for manufacturers of screws, bolts and nuts	BMSD
ER070 06-03-04	Quality Requirements for e-systems product centers suppliers	BMSD

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Associated Standards & Regulations (refer to contract or Purchasing Orders for applicability)		
Reference	Document Title	Database
AQAP 2110	NATO Quality Assurance Requirements for Design, Development & Production	ADS-STAN
AQAP 2120	NATO Quality Assurance Requirements for Production	ADS-STAN
AQAP 2130	NATO Quality Assurance Requirements for Inspection and Test	ADS-STAN
AQAP-2070	NATO Mutual Government Quality Assurance	ADS-STAN
AWS D17.1	Specification for fusion welding for aerospace application	
EN4179	Qualification & approval of personnel for non destructive testing	ADS-STAN
EN9100	Quality Management Systems Requirements for Aviation, Space and Defence Organizations	ASD-STAN
EN9102	Quality systems, First article inspection	ADS-STAN
EN9110	Quality Management Systems, Requirements for Aviation Maintenance Organizations	ASD-STAN
EN9120	Quality Management Systems - Requirements for Aviation, Space and Defence Distributors	ASD-STAN
EN9131	Quality Management Systems : Non-conformances documentation	ASD-STAN
prEN 9137	Quality Management Systems: Guidance for the application of AQAP 2110 within an EN9100 Quality management System	ASD STAN
EN9134		
ISO 9004	Managing for the sustained success of an organization — A quality management approach	ASD STAN
ISO 10 005	QUALITY MANAGEMENT SYSTEMS - GUIDELINES FOR QUALITY PLANS	ADS-STAN
ISO 10012:2003	Measurement management Systems - requirements for measurement processes and measuring equipment	ADS-STAN
ISO 14001	Environmental Management Systems - Requirements with Guidance for use	ADS-STAN
ISO 9001	Quality Management Systems Requirements	ADS-STAN
ISO 8995	Lighting for indoor work places	ADS-STAN
BS/DIN/NF EN 10204	Metallic Products –Type of inspection documents	ADS STAN
NF L 00-015C	Statement of Conformity	ADS STAN
DIN EN ISO/ IEC 17000	Conformity assessment . Vocabulary and general principles	ADS STAN
ISO24394	Welding for aerospace applications Qualification test for welders & welding operators...	ADS-STAN
NAS410	NAS Certification & qualification of non-destructive test personal	
EASA Part21	Acceptable Means of Compliance and Guidance Material for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations	EASA
EASA Part145	on acceptable means of compliance and guidance material to Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks	EASA
CCAR 145	China Civil Aviation Maintenance Organizations	CCAR
TCCA 145	Transport Canada Civil Aviation Maintenance Organisations	TCCA
FAA Part145	Federal Aviation Administration Repair Stations	FAA
FAA ORDER 8130.21G	Procedures for Completion & Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag	FAA
OACI 9859		

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1 Purpose

Airbus Helicopters must demonstrate the airworthiness of the aircraft as well as for parts and appliances delivered to their customers. Airbus Helicopters must therefore ensure that all Suppliers used for provisioning are capable of supplying products and services at the necessary quality level. Thus, Airbus Helicopters must be completely assured that the Suppliers are able to deliver products which are in compliance with the design data, in condition for safe operation and delivered with the required documentation.

The purpose of this document is to define the general requirements to be addressed to suppliers involved in Airbus Helicopters programs supplies, participating to conformity, to quality, airworthiness, safety and customer satisfaction of Airbus Helicopters's deliveries (resumed in "aeronautical suppliers"). These requirements are applicable in their entirety, following contract specificities. They are applicable to all Services and Products allocated to a supplier for Airbus Helicopters as well as to those attributed to the supplier's contributing parties (sub-tier suppliers under their control).

2 Responsibility / Application

The Suppliers are responsible to comply with requirements of this document, in linked other documents and shall flow down them to all their sub-tiers (from first to all lower ranks Suppliers) and shall inform Airbus Helicopters in unavoidable case of deviation.

This document fully applies, for all supplies of which AHD or AH is in destination or is Design Responsible. It may apply on their requests, to all internal use Airbus Helicopters Subsidiaries other supplies.

The Supplier is responsible for the conformity of the supplies, including the products/parts/appliances, documents and related contractual services. Airbus Helicopters acceptance of the delivered supplies shall in no way affect the liability of the Supplier for any non-apparent problem found after delivery.

3 Document structure, Definitions, Abbreviations

3.1 Document structure

As indicated in Chapter 4, Airbus Helicopters requires in particular to its suppliers the full observance of the EN9100 series requirements. This document describes the supplements to the mentioned standards EN9100/9110/9120 requirements.

In this document, paragraphs follow that of EN9100 structure. But are only mentioned the EN9100 chapters & paragraphs numberings and headings where Airbus Helicopters has some additional requirements to those already inside EN9100/9110/9120.

This document is divided into a general core part of requirements that are **applicable for all kind of suppliers** and several appendixes for different kinds of suppliers.

Appendixes are to be considered as complements of the general core part.

Therefore all requirements mentioned in this document shall be considered as additional ones to those of the EN9100/9110/9120.

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Suppliers delivering items specifically dedicated to Military or Governmental Programs must comply in addition with the requirements of AQAP-2110, AQAP-2120 or AQAP-2130 depending on activity.

prEN9137 is a guidance for equally complying with AQAP series & EN9100 series

For Governmental Programs (TIGER & NH90) and upon specific request the supplier is asked to write a Quality Assurance Plan for demonstrating of the AQAP series conformity

Note: In case of conflict between core of document and appendixes the content of appendixes prevails.
In case of conflict between any part of this document and Commercial Contract the content of Contract prevails.

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3.2 Definitions

The use of SHALL, SHOULD, WILL, MUST and MAY within this document shall observe the following rules:

- The word “**SHALL**” in the text denotes a mandatory requirement. Departure from such a requirement is not permissible without formal agreement.
- The word “**SHOULD**” in the text denotes a recommendation or advice on implementing such a requirement of the document. Such recommendations or advice is expected to be followed unless good reasons are stated for not doing so.
- The word “**MUST**” in the text is used for legislative or regulatory requirements (e.g. Health and Safety) and shall be complied with.
- The word “**WILL**” in the text denotes a provision or service or an intention in connection with a requirement of this document.
- The word “**MAY**” in the text denotes a permissible practice or action. It does not express a requirement of this document.
- These means of understanding are applicable in the entirety of all modules of this document.
- **Airbus Helicopters** in this document means Division of Airbus Helicopters or Airbus Helicopters DEUTSCHLAND or Subsidiaries that is Contracting Agency to the Supplier, (see Abbreviations bellows)

Supplier classification

Depending on the situation, the suppliers can be:

- **Manufacturer:**
Responsible, in accordance with an Airbus Helicopters specification or with an in-house specification, for development and/or production, in addition possibly overhaul/repair of equipment items or sub-systems, assemblies or subassemblies, or part blanks. (**Design and manufacturing tasks. May be called “Built-to-Spec”**)
- **Manufacturer of Standards*:**
Responsible, in accordance with standards (e.g. LN, DIN, EN, NF, ISO, ASN, suppliers standards approved by Airbus Helicopters) for manufacturing of parts and raw materials
- **Manufacturer of On Ground Equipment:**
Responsible for manufacturing not airborne products in accordance with an Airbus Helicopters or an in-house specification for manufacturing not airborne products: test benches, tooling...simulators.
- **System integrator:**
Responsible, in accordance with a C/A specification or with an in-house specification, for development and/or production, in addition possibly overhaul/repair of aircraft systems and to integrate these into the aircraft **by possible co-ordination of different vendors.**
- **Subcontractor:**
Responsible, in accordance with some Airbus Helicopters’s definition file, for the manufacturing and/or overhaul/repair of parts or assemblies. (**Manufacturing tasks may be called “Built-to-Print”**)
- **Extended workbench:**
Responsible for manufacturing, servicing and/or the overhaul/repair of provided products/materials in accordance with production/manufacturing files provided by Airbus Helicopters.

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Repair and Overhaul, Maintenance Organizations:

Responsible for the overhaul/repair of parts and products already in service or delivered to final customer, in accordance with a C/A, Original Equipment Manufacturer or In House file.

Subcontractor of on Ground Devices

Responsible, in accordance with some Airbus Helicopters's definition file, for the manufacturing and/or overhaul/repair of not airborne products: test benches, tooling...simulators.

- **Service Provider:**
 - Responsible, in accordance with a service definition, for providing with a service, ordered by Airbus Helicopters.
- **Distributor:**
 - Responsible, for purchase, storage, splitting and sale of products without affecting product conformance, ordered by Airbus Helicopters.
- **Broker:**
 - Specific kind of Distributor which has not fixed or recurring business with entities where the products are bought. Not allowed for splitting products
- **COTS:** means "Commercial Off-The-Shelves". It is an equipment part from a Manufacturer of which Specification has been made by the Manufacturer itself, but which specification has been appropriated as is, by AH Design Organisation.
Nota: The Manufacturer is Design Organisation for COTS when they are under ETSO/TSO or EASA agreed equivalent. But AH remains Responsible as Design Authority for all other COTS, like any other Equipment. AH is anyway responsible for the integration all kind of COTS.
- Some suppliers may together act as "Manufacturers", "Sub-Contractors" or "Maintenance Organizations" depending of the product or service to supply. Those suppliers will have to alternatively follow specific respective requirements in relation of the concerned actual provided task.
- There may be suppliers constituted with several workshops, at different addresses: is considered as being one single supplier, one of which all the perimeter of activity is covered with a unique Quality Organisation, described in a single Quality Manual. Evidence of this will be given by the frame of the EN9100 series certification(s). However, Airbus Helicopters Supplier Quality Assurance needs to separately monitor all work plants of a given supplier and may be conducted to segregate them for all audits or assessments or data.
- **Manufacturing Date:** it is the date of the final inspection of the part, it appears on equipment parts labelling, on Log Cards, on packaging identifications. For Elastomers it may be replaced by the Cure date (see Appendix A, §7.5.3.2). On documents attesting the conformity or the airworthiness (CoC, Form 1, FAA 8130-3) the date, same or ulterior, is the one when this attestation has been validated.

• **Design Activities**

The supplier owns the design and provides to Airbus Helicopters with a deliverable in conformity to a given specification of performances.

• **Design Authority**

This is an organization with formal authority from EASA or an equivalent organisation for the design, for its validation, and for service support of a product. ("**Design Responsible**")

NOTE: In civil aviation, Airbus Helicopters, being TC holder, is in general, the Organization Responsible in front of Authorities for the design of articles or for changes thereto, Airbus Helicopters is the holder of a design approval granted by EASA as regulatory authority, under EASA

GRFS: General requirements for Suppliers Quality Assurance General Requirements

General core part: all kind of suppliers

Part21 -i.e., Type Certificate (TC)-

Manufacturers conducting above Design Activity in such a case may be *Design Owner* but remain considered as Airbus Helicopters's *Design Subcontractors* by EASA or other Authorities

However some Manufacturers may share the Design Authority by holding Supplemental Type Certificate (STC); or Parts Manufacturer Approval (PMA); or Technical Standard Order (TSO)/European Technical Standard Order (ETSO) or European Part Approval (EPA).

In Military programs, Airbus Helicopters may be *Design Authority* (FRA21 perimeter) or can represent the Authority toward the supplier (Tiger & NH90 programs). Cases where Suppliers might share Design Authority are exceptional and would be defined through specific Contract.

- **Standard Part:**

Is considered a "standard part", where all requirements necessary to demonstrate conformity: design, manufacturing, inspection data and marking, are in the public domain and published or established as part of officially recognised Standards, (refer to EASA definition as in AMC 21A.303 (c))

GRFS: General requirements for Suppliers Quality Assurance General Requirements

General core part: all kind of suppliers

Abbreviations (in this document and for exchanges between AHG & Suppliers)

ATP	Acceptance Test Procedure
ATR	Acceptance Test Report
AQAP	Allied Quality Assurance Publication
C/A	Contracting Agency / Contractor (Airbus Helicopters division through Strategic Procurement)
CAQ	Civil Aviation Qualification
CMM	Component Maintenance Manuel
CoC	Certificate of Conformity / Declaration of Conformity –refer to Note § 7.5.5 Core part for “synonyms”
COTS	Commercial Off The Shelves
DAL	Design / Development Assurance Level (EP 04-06)
DDP	Declaration of Design Performance
DGA	Direction Generale de l’Armement (French Military Authority)
DO	Design Organization
DOA	Design Organization Approval
DRL	Data Requirement List
DVL	Data Validity List (List of Required Documents & data, referred in SOW)
EASA	European Aviation Safety Agency
AH	Airbus Helicopters S.A.
AHD	Airbus Helicopters Deutschland GmbH
AHE	Airbus Helicopters Subsidiary in España
Subs.	Airbus Helicopters WW subsidiary companies (for products under AH-AHD DOA, POA or MOA)
ECPF	Engineering / Equipment Change Proposal Form
ETS	Equipment Test Specification
ETSO	European Technical Standard Order
FAI	First Article Inspection
FEE	Fiche D’Evolution Equipment (Equipment Evolution Sheet)
IAQG	International Aerospace Quality Group
IPC	Illustrated Parts Catalogue
LMP	Laboratory Materials & Processes (Airbus Helicopters’s)
LRU	Line Replace-able Unit
MDAS	Maintenance Data Approval Sheet
ML3	Maintenance Level 3
MOA	Maintenance Organization Approval
NQAA	National Quality Assurance Authority
NFF	No Failure Found
NQAR	National Quality Assurance Representative
OEM	Original Equipment Manufacturer
P/N	Part Number
PAH	Production Approval Holder (FAA)
PMA	Parts Manufacturer Approval (FAA)
PO	Production Organization
POA	Production Organization Approval
Pri-NADCAP	<i>Performance Review Institute / National Aerospace & Defence Contractors Accreditation Program (SAE)</i>
P/O	Purchase Order
QAP	Quality Assurance Plan
QMS	Quality Management System
QN	Quality Notification
R/O	Repair and Overhaul
RDAS	Repair Design Approval Sheet
SDR	System Design Responsibility
SOW	Statement Of Work
SP	Special Process
SPV	Special Process Validation
SQN	Service Quality Notification
SRU	Shop Replace-able Unit
SRI	Shop Replace-able Item
STC	Supplemental Type Certificate
TBO	Time Between Overhaul
TC	Type Certificate
TSO	Technical Standard Order (see ETSO)

GRFS: General requirements for Suppliers

Quality Assurance General Requirements

General core part: all kind of suppliers

ECG & AHE Supplement to EN9100

4 Quality management system

Note: In the present document, there are only those numberings and headings mentioned where Airbus Helicopters has additional requirements to those of EN9100

4.1 General requirements

The supplier Quality Management System (QMS) must comply with the requirements of EN/AS/JISQ 9100/9110/9120 depending on its activity as a minimum.

To demonstrate this compliance, the supplier shall have a QMS certified by a Certification Registration Body accredited by IAQG Other Party Scheme, and registered in OASIS data base (see www.sae.org/iaqg and www.iaqg.org/oasis).

Any exception will be formally submitted to Airbus Helicopters and motivated by the supplier and if accepted by Airbus Helicopters; subsequent eventual compensatory supplement of surveillance may be charged to the supplier. Specific Quality Assurance Plan may be required by Airbus Helicopters

Suppliers will authorize communication to Quality Assurance Airbus Helicopters teams through OASIS process or others of Audits reports Non-Conformities for this above Certification & all its linked surveillance.

The supplier QMS must also comply with Local Airbus Helicopters Entity supplementary requirements which amplify and detail the requirements of EN9100/9110/9120

This document lists additional requirements to the above standards and that the suppliers must fulfil with.

Suppliers delivering in governmental program (TIGER & NH90 in particular) :

Refer to 4.1 in appendix J

The supplier Environmental Management System (EMS) shall comply with the requirements of ISO14001. To demonstrate this compliance, the supplier shall have an EMS certified by a Certification Registration Body.

Any exception or arbitration needs a specific preliminary agreement by Airbus Helicopters.

GRFS: General requirements for Suppliers Quality Assurance General Requirements

General core part: all kind of suppliers

Right of access to Supplier's facilities and documentation:

The supplier shall grant Airbus Helicopters and/or Customer representatives (including NQAR) access to its facilities and documentation and provide them with all the necessary means, in accordance with the confidentiality rules, for performing the supervisory actions, including checking for conformity to a contract and/or to a product, and surveys on the functioning of the quality management system organization. In cooperation with the supplier, this right of access is extended to all lower rank suppliers.

Over and above Airbus Helicopters supervision, the supplier is also subject to supervision by the civil and/or military Official Authorities according to the stipulations on the order, or on the contract.

The supplier must comply with the rules for safety and confidentiality in accordance with Airbus Helicopters General Purchasing Conditions.

Airworthiness Regulations Compliance

At least Suppliers of Critical Safety Class or Important parts/equipment or "Major assemblies" (Structural elements that contribute significantly to carrying flight and ground loads and whose failure due to fatigue could result in a catastrophic failure of the rotorcraft *) or DAL A & DAL B equipment shall have an officially approved POA (Production Organisation Approval) compliant with:

- European Aviation Safety Agency (EASA) standard i.e. PART 21 G, or
- Federal Aviation Administration (FAA) standard i.e. PMA or
- Recognized equivalent by EASA
- "Direction Generale de l'Armement" (DGA) standard i.e. FRA 21G (or future European equivalent standard)

The compliance must be demonstrated by the means of an official approval covering the manufacture of concerned critical / important parts, major assemblies and DAL A & B equipment

*specific list L070 042 at AH

The demonstration of the above conformity to Airbus Helicopters approved design data of delivered items, must get through an implemented official Arrangements between Airbus Helicopters Design Organisations (DO) and supplier Production Organisations (PO). The PMA (Parts Manufacturer Approval) procedure in alternative of FAR21G stand-alone absence will be followed by a PMA Assist Letter for suppliers under FAA supervision.

All equipment manufacturers and other suppliers providing with maintenance activities, in addition to AS/EN9110 (or at least AS/EN9100) certification, shall have a MOA (Maintenance Organisation Approval) compliant with:

- European Aviation Safety Agency (EASA) standard i.e. PART 145, and/or
- Federal Aviation Administration (FAA) standard i.e. FAR 145, and/or
- Transports Canada Civil Aviation (TCCA) standard i.e. PART 145 and Supplemental, and/or
- General Administration of Civil Aviation of China (CAAC) standard i.e. CCAR-145.
- For only Military parts, FRA145 for French suppliers, MOD 145 for UK suppliers or future equivalent when in place

The compliance must be demonstrated by the means of an official approval.

GRFS: General requirements for Suppliers

Quality Assurance General Requirements

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In the exceptional cases of absence of required above PART145/FRA145 approval, the supplier must get formal Airbus Helicopters acceptance for being covered with own Airbus Helicopters corresponding approvals. In such a case the supplier will anyway be at least AS/EN 9110 certified.

These suppliers may not manufacture and/or overhaul/repair devices or sub-systems, components or sub-assemblies and/or un-machined parts under their own approval by a civil authority as a production and maintenance organization or products for military applications.

These suppliers operate under Airbus Helicopters production organization or maintenance organization approval and responsibility.

The supplier's technical documents, production plans and inspection instructions shall be approved by Airbus Helicopters. The production layouts and descriptions must reflect the chronological order. This applies particularly to production plans supplied by Airbus Helicopters.

The manufactured products or the tests/ services performed (with provided production plans) can only receive their final approval from Airbus Helicopters's Certifying Staff (CS). If all features can be inspected after delivery from Airbus Helicopters, the inspections may also take place at Airbus Helicopters's site upon successful completion of the First Article Inspection (FAI).

Note: In any case, even if not Design Organisation (Governmental Programs for ex.) Airbus Helicopters always represents the Design Authorities towards suppliers

In cases when Suppliers should be requested to implement an activity on their products with direct delivery to Airbus Helicopters's Customers, end-users or operators, the must preliminary take care of for satisfying any appropriated regulation

GRFS: General requirements for Suppliers

Quality Assurance General Requirements

General core part: all kind of suppliers

4.2 Documentation requirements

If a quality assurance plan is required, it should be conforming to ISO 10 005 and shall be accepted by Airbus Helicopters.

Quality Assurance Plans are compulsory for Governmental & Military Programs under AQAP 2120 applications (CF § 4.1) . Such plans should be conforming to AQAP2105

4.2.3 Control of documents

The Supplier shall assure in the absence of formal other specific order, the application of the latest issue of all documents provides by Airbus Helicopters and needed for provision of the service. The Supplier is also self-responsible for managing the updates. The Supplier must directly procure from their respective publishers those documents where Airbus Helicopters has no property rights and thus could not be dispatched by Airbus Helicopters however they are needed for the service requested (i.e. standards like EN, ISO etc.).

The Supplier shall acknowledge the receipt of the documents and data sent by Airbus Helicopters and inform Airbus Helicopters of every error or discrepancy found in orders and other documents provided by Airbus Helicopters.

The Supplier shall formally inform Airbus Helicopters of any disagreement in the content of the documents to be applied. The deviations shall be agreed by both parties.

4.2.4 Control of records

The Supplier shall set up an archiving system for quality-related records

The Supplier shall ad minima comply with the special Airbus Helicopters requirements for keeping quality-related documents. The documents must be archived in a fire-resistant, weather-proof and theft-proof area. The Suppliers must proceed according to

- ER070 16-01

If not otherwise stipulated in the contract or the order or after formal agreement with Airbus Helicopters

The archive will be organized that all records can be made available to Airbus Helicopters at any time, even in the case of a commercial business termination or bankruptcy.

GRFS: General requirements for Suppliers
Quality Assurance General Requirements
General core part: all kind of suppliers

5 Management responsibility

The Supplier must notify Airbus Helicopters of any major change in:

- his overall organization,
- the breakdown of his manufactured products between his sites,
- the breakdown of his manufactured products between his Suppliers,
- the organization responsible for the quality function,
- the procedures for ensuring product conformity,
- the location of activity sites (transfer).

For activities in the scope of AS/EN9110 Standard & Part/ FAR 145 regulations, the supplier must keep available for AHG & AHE all evidences of appropriated skill and of continuous trainings & tests as required in Standard & Regulations in particular human factors, Safety Management System & Authorities Part 145 requirements.

In such a purpose, the supplier will make available description and application evidences of its Safety Management System. (Doc; OACI 9859) except formal Airbus Helicopters Maintenance Organisations agreement

A Safety Management System may be required by Airbus Helicopters for any other activity, especially for Critical Safety Class products manufacturing

6 Resource management

6.2 Human resources

The Supplier must ensure that the Airbus Helicopters requirements are known by its staff as long as members are involved in activity to Airbus Helicopters

6.4 Work environment

Upon specific request the supplier may have to fulfil with one or both followings:

- Even for non-repair activity, EN9110 § 6.4 specifics: *“the work environment shall give consideration to human factors and human performance, and ensure that the effectiveness of personnel is not unduly impaired”*
- ISO 8995 “Lighting of indoor work places”

GRFS: General requirements for Suppliers
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General core part: all kind of suppliers

7 Product realization

7.2.1 Determination of requirements related to the product

For military products and Governmental Programs AQAP 2110 and 2210 are applicable.

7.2.3 Customer communication

Any document, Request or information given by the Supplier to Airbus Helicopters will be or directly given to Strategic procurement Direction or with copy to the latter, except formal requirement from recipient.

7.3 Design and development

The Supplier shall apply requirements for the material design according to the instructions defined in the order and/or in the technical specifications of the products and/or the Statement of Works (SOW).

7.4 Purchasing

Refer to above § 2 for flowing down to lower ranks suppliers Airbus Helicopters requirements

The Supplier must take appropriate measures to prevent the purchase of suspected unapproved parts. The Supplier must integrate on his own orders the supervisory requirements of the Official Authorities designated on the Airbus Helicopters order.

The Supplier shall implement the EN9134 IAQG Standard where applicable (Supply Chain Risk Management)

- **Suppliers for Raw materials, ingredients & Standard parts** must, at least, inform Airbus Helicopters, at the latest at PO acceptance, about any change regarding material, formulae or ingredients. Equally for any change in Hygiene & Security data's

If the Supplier is to deal from a Distributor, it must in addition flow-down to this Distributor all hereafter Appendix E requirements (focussed on delivery documentation)

Dealing through Brokers must be formally accepted by Airbus Helicopters

GRFS: General requirements for Suppliers Quality Assurance General Requirements

General core part: all kind of suppliers

7.5 Production and service Provision

Suppliers will facilitate any evaluation from Airbus Helicopters of their manufacturing process, equally regarding Regulation or Quality Requirements, than Processes risks evaluations

The classification of structural parts and equipment must be in accordance with the requirements of **EP 04-06**.

Airbus Helicopters' design documents for components and assemblies are categorized in safety classes. Are applicable:

- For parts under AH Design Organization the ER070 04-06
 - For parts under AHD Design Organization the EI04-06-01 and EI04-06-02
- and depending on the class and programme additional procedures have to be applied.
- For Airbus parts under AHD DO & PO the EI075 04-006 is applicable.
 - For parts to attention to AHE or other Subsidiaries, depending on AH or AHD TC holder, refer to above
 - For Governmental Programs: shall apply following requirement: "Critical part management", QD S000N0822E01 (or other Partner Company equivalent document quoted in the DVL). The list of critical parts and critical parts files shall be provided to the Buyer, according to "Classification and procedure for structural and mechanical parts" QD N000N0804E01

7.5.1 Control of production and service provision

7.5.1.1 Production Process Verification:

First article inspection

If the report of a First Article Inspection (FAI) is required, the acceptance process for the First Article shall be based on EN9102 and shall respect the ER070 06-11.

In addition to any new production or any process change surveillance, a FAI will be conducted after any process upturn following an interruption longer than two years

For items shared with other customers (COTS), such a report may be not supplied if the supplier attests that production has been maintained for other destinations. (Appendix A)

Deliver-able airborne Software are monitored through other scheme (refer to SOW) FAI is not applicable

7.5.1.2 Control of production process changes

Special Processes

If Airbus Helicopters supplier is involved in one of the PRI Nadcap families of Special Processes (see PRI Nadcap families in www.pri.sae.org), the supplier shall gain and maintain the PRI Nadcap accreditation.

ECG & AHE policy is that all eligible Special Processes which get recognition from AH or AIRBUS will be conducted under PRI NADCAP accreditation. Eventual exception in this accreditation will need formal Airbus Helicopters approval & specific surveillance.

List of accepted Pri-NADCAP Special Processes is mentioned in appendix K. For Subcontractors or an External Workbenches refer to appendix B)

GRFS: General requirements for Suppliers Quality Assurance General Requirements

General core part: all kind of suppliers

7.5.2 Validation of processes for production and service provision

7.5.3 Identification and traceability

The Supplier shall set up a system capable of tracing products and including, as a minimum:

- Identification by marking products and their packaging, as per the applicable definition documents,
- A recording system providing an on-going cross-reference between the manufactured items and the working documents. For **Critical Parts** or **Important Parts** (see EP 04-06), it must be possible to link the manufacturing file with the material batch.

7.5.4 Customer property

Upon receiving the delivery, the Suppliers shall visually inspect the material and perform an administrative check of the accompanying documents.

7.5.5 Preservation of product

In addition to the requirements mentioned in this paragraph, the ER150 09-003 is applicable for all AH orders and prevails in case of conflict with hereunder § (and ER077 15-001 for AHE orders).

7.5.5.1 Packaging

The Suppliers must use storage conservation and transport packaging that is sufficiently resistant and sealed to protect the components against damage and exposure to environmental influences.

7.5.5.2 Accompanying documents

All supplies shall be delivered with the contractual documentation including:

a) Delivery Note featuring at least the following:

- a reference number of identification,
- Airbus Helicopters purchase order or contract number,
- the list of products with their respective Airbus Helicopters & Supplier P/N and quantities,
- the batch No, if necessary,
- the description of the enclosures,
- the list of components for kit delivery, (Kit: an upper reference grouping for logistics reasons several other ref. individually designed) ,
- the list of concessions, (if any)
- the package particulars (number of packages, weight and dimensions),
- the list of eventual missing items and/or outstanding operations.

b) Certificate of Conformity (compulsory)

c) EASA Form 1, FRA Form1, FAA Form 8130-3 or equivalent form accepted by EASA:
(see hereunder Note)

And following documents, as required by the order or the contract:

d) First Article Inspection Report (when relevant)

e) Log card,
(see Note)

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- f) Acceptance Test Report**, (mandatory for Equipment parts in destination to NH90 and Tiger programs)
- g) Fire Resistance Certificate**,
- h) User Handbook**,
- i) Concession**, (if any)
- j) Quality inspection certificate** e.g. acc. STANAG 4107, FRA21 forms
- k) Completed QN** for return reworked / brought to conformity non-conform parts
- l) Shop Report** (including data requested by document F050 06-002) for maintenance activities

GRFS: General requirements for Suppliers Quality Assurance General Requirements

General core part: all kind of suppliers

Note:

- **EASA Form One, FRA Form1, FAA Form 8130-3** or equivalent form accepted by EASA:
- Products delivered by suppliers covered by their POA/PMA* and included in the DO/PO Airbus Helicopters arrangements (or PMA Assist letter for FAA), shall be *systematically* supplied to Airbus Helicopters accompanied by an EASA Form 1 or FRA Form1 (or FAA Form 8130-3) or equivalent relevant airworthiness release document agreed by EASA.
Equally for parts under the supplier's TSO/ETSO/TC/STC the product must be accompanied with the Manufacturer's own release documents.

(*POA/PMA in this paragraph means:

an EASA Production Organization Approval or DGA FRA 21G POR
or supplier's FAA Parts Manufacturing Approval
or equivalent agreed by EASA,

or supplier's Maintenance Organization Approval

and appearing in the supplier's capability list of its DO/PO arrangements with Airbus Helicopters or its PMA Assist Letter or equivalent agreed by EASA, DGA or UK MOD)

Refer to

EI 04-22-01 "Instruction for co-operation with Suppliers bases on DO-PO Arrangements"

EI 04-22-02 "Instruction for co-operation with Suppliers based on Parts Manufacturer

Approval (PMA)"

If the above release document mentions Airbus Helicopters Purchasing order in block 5, this release document can be accepted as Attestation of Conformity (CoC) for deliveries with a single item. For deliveries with multiple parts, trace-ability records need Attestation of Conformity (CoC)

- **Log card,**
(Refer to appendix L)

The supplier of aircraft equipment or parts is by contract responsible for supplying with completed Log Cards upon equipment delivery whenever this is explicitly required in the contract, in the order (or in appended documents to the order) signed with Airbus Helicopters. (AH/AHD/AHE)..

The Log Cards will be handled by the suppliers, upon delivery or repair, according to this document

In case of Repair or Rework the supplier will keep updated the Log Card accompanying the returned equipment

Airbus Helicopters & its Suppliers need to trace the necessary data to ensure the airworthiness following and upholding of the equipment to be followed up in operation.

The drawing up of a Log Card attached to an equipment helps identifying this equipment, by defining its current condition and tracing its history by recording the different operations that were carried out from the origin (from manufacture or overhaul) to scrapping.

This document contains Airbus Helicopters Quality requirements and modalities applicable rules by Airbus Helicopters Suppliers (Manufacturers and Subcontractors) to draw up and fill in Log Cards, whenever orders are being placed for new equipment, for reworks, for repairs or for general overhauls.

- All operations carried out on the equipment by the Suppliers shall systematically be entered on the log Card.

GRFS: General requirements for Suppliers Quality Assurance General Requirements

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- The Supplier shall never dissociate the Log Card from the equipment to which it is attached. However, it is accepted that the Log Card shall be retained by Airbus Helicopters, whenever the equipment item repair or overhaul is subcontracted.
- Any log Card drawn up by a Supplier for a "Customer Supply" (in accordance with the definition given in the applicable documentation) must be forwarded to the user.

A synthesis of the main rules & wording to be followed by supplier is given in Appendix L

- **Certificate of Conformity –CoC-* (Attestation / Declaration of Conformity)**

Definitions of "CoC" in present document

This is a formal engagement for assessing the conformity of the delivered item. Due to history of the concept, the actual denomination of the engagement has varied, for information hereafter are main standards defining among others the naming of the document.

EN 10204: 2004 is naming such a document: "Declaration of Compliance" (EN) / "Attestation de Conformité" (FR)

-For info NF L 00-015C is naming it "Declaration of Conformity" (EN) / "Déclaration de Conformité" (FR)-

AQAP 2070 considers "Certificates of Conformity"

EN ISO/IEC 17000 : 2005 : "Statement of Conformity" (EN) / Déclaration de Conformité (FR) /

„Konformitätsaussage“ –Bestätigung- (GE)

Contract may however specify a specific form or denomination:

For ex. requirements for Government Programs (TIGER & NH90) supplies are for a "Certificate of Conformity" in only English language (see bellows).

For other programs, in the absence of specific alternative in Contract, all above wordings are accepted

In the absence of specific form or standard required in contracts, in a Certificate of Conformity * (CoC),, the minimum following information must anyway be included:

- Certificate / Attestation / Declaration reference number
- Airbus Helicopters Purchasing Order or contract references
- Supplier or AHG-AHE customer entity full addresses & names
- Suppliers NATO Code
- Serial or batch number (depending on requirements & criticality of the safety class)
- Delivery note reference
- For limited shelf life duration products, the corresponding limit date
- Parts list with AHG ref. & part numbers and quantities
- Definition documents ref. as Drawing, specification, standard ...
- The list of components for kit delivery
- Judicial Commitment form confirming conformity with specifications/design documents
- Reference of maintenance data used for maintenance activities
- List of performed operations (verification, repair, modification,...) for maintenance activities
- List of concessions (if any and only when "recordable")
- Name, function and signature of approval authority or quality supervisor authorised for attesting

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For items to destination to NH90 programs (ref to Contract): English language is an obligation, the CoC, (except agreement from Procurement, the doc will be designed as "Certificate of Conformity") will anyway have additional information:

- The list of Items with their NH90 P/N and quantities,
- Declaration of Design and Performance status (flight cleared/qualified & N° and issue reference),

The hereunder paragraphs are proposed to be added also for item a destination to NH90.

For items in destination to TIGER program, the CoC (designed in same above conditions as "Certificate of Conformity") must bear the following statement: (in conformity to EI101 T000M0981E06)

„Es wird bescheinigt, dass abgesehen von den hier aufgeführten Sonderfreigaben alle aufgeführten Lieferungen in jeder Hinsicht allen gültigen Bau- und Prüfunterlagen und dem genehmigten DDP (Nr. XXX) sowie dem diesbezüglichen Auftrag entsprechen, und dass die Lieferungen in Übereinstimmung mit den Bedingungen und Forderungen des Auftrages geprüft wurden und einwandfrei funktionieren.

It is certified that apart from the deviations/concessions here noted the whole of the supplies detailed hereby conform in all respects to the valid design and test specifications and to the approved DDP (Nr. XXX) as well as the order relative thereto and that the supplies have been inspected and tested in accordance with the conditions and requirements of the order and function properly.

Il est certifié par la présente qu'à l'exception des déviations/dérogations mentionnées ici-même, toutes les fournitures sont conformes en tous points de vue à l'ensemble du dossier de définition et des procédures d'essais, au DDP approuvé (n° XXX) ainsi qu'à la commande correspondante, et que ces fournitures ont été contrôlées en conformité avec les conditions et exigences stipulées dans la commande et fonctionnent de façon irréprochable

Este certifica que a parte de las desviaciones/concesiones indicadas, todos los elementos suministrados son conformes en todo respecto al diseño validado y especificaciones de prueba y al DDP aprobado (n° XXX) así como el pedido correspondiente y que los elementos suministrados han sido inspeccionados y probados de acuerdo a las condiciones y requerimientos indicados en el pedido y que funcionan correctamente."

If enclosed EASA Form1 or FAA 8130-3 or equivalent accepted release document actually mentions Airbus Helicopters Purchasing order in block 5, this release document can be accepted as Attestation / Declaration / Certificate of Conformity (CoC)

Supplies conformity confirmations with GQA countersignature or PCI (Stückprüfpflichtige Teile) on which the supplier NQAR performs Stückprüfung shall comply in its form to: AQAP2070 conform CoC

Supplies conformity confirmations when without GQA countersignature shall comply in form to EN17050-1

7.6 Control of Monitoring and Measuring Equipment

The calibrating system shall meet the requirements specified in ISO-10012: 2003. (For military programs the requirements of AQAP 2110 are applicable).

When the Supplier uses interchange-ability tools self-made or provided by Airbus Helicopters for controlling contractual interfaces of the components in helicopters, the supplier shall check the tools for wear and general condition, and recondition them if necessary, under the cover of applicable commercial agreements.

GRFS: General requirements for Suppliers
Quality Assurance General Requirements**General core part: all kind of suppliers****8 Measurement, analysis and improvement****8.2 Monitoring and measurement****8.2.1 Customer satisfaction**

The Supplier shall be able upon request to provide Airbus Helicopters, in addition to any other data related to Airbus Helicopters satisfaction measurement, with a detailed analysis of First Fit Rejection including rates, detailed corrective & preventive action and if necessary relevant specific action plan. The Supplier upon request will participate to any meeting requested in the purpose of improving its provision.

8.2.2 Internal audit

The Supplier shall make available to Airbus Helicopters its internal quality audits relating to the products within the scope of the contract, and to the associated procedures. The Supplier shall communicate once a year to Airbus Helicopters Quality the major lessons learned from the completed audits.

GRFS: General requirements for Suppliers Quality Assurance General Requirements

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8.3 Control of Non-conforming Product (& process)

The Supplier shall implement the EN9131 IAQG Standard (Non-Conformance doc.)

In case of non-conforming products detected by the Supplier prior to delivery, to enable any delivery of the product, the Supplier shall use the ER070 13-06. Any "use-as-is" non-conformity must require Airbus Helicopters authorization.

In case of non-conformity on products or on processes detected by the Supplier after the products delivery, the Supplier shall inform Airbus Helicopters using the bellow address and inform at least operational procurement and quality focal points and all concerned Customers, within 48 hours.

In case of events linked to its products liable to seriously endanger the aircraft in destination, the Supplier must inform Airbus Helicopters within same above notice of being aware of the fact.

Equipment.Technical-Center@eurocopter.com

For items that could already be in service, ER050 19-102 will be followed, address is:

equipementiers.sb-ls@eurocopter.com

For item (also or only) delivered to AHE or other subsidiaries, the supplier will also directly inform these ones.

In case of non-conformities detected by Airbus Helicopters on already delivered product or service, a Quality Notification (QN) is usually sent to the Supplier. This latter shall implement the necessary steps in accordance with the EN9100, EN9131 and shall inform accordingly Airbus Helicopters by returning, in due time, the QN duly filled with the corrective and preventive action descriptions.

For so-called "administrative QN", the item is not usually sent back to the supplier, the latter is required to implement appropriated action like completing defective documents as promptly as possible

For "technical QN", the supplier will implement any needed actions in mitigation within five days after being informed of the QN, when agreed that the item is sent back to the supplier, analysis & related corrective action will be implemented within two weeks after receipt ad minimum for non-airworthiness concerns (3 calendar days for airworthiness ones).

Preventive actions plan for either "Administrative" or "Technical" QN is ad minimum quarterly provided

Specific means for corresponding data exchanges are commonly agreed and may vary on form. In case of non-such agreement, Airbus Helicopters form will prevail.

For Development activity, especially on Prototypes, and on other cases linked to airworthiness, the Supplier will have to at least acknowledge the information within 3 calendar days (refer to SOW, if any for details)

Airbus Helicopters reserves the right to refuse from a Supplier any non-conforming product and any product after significant amount of non-conformities detected on this Supplier's products.

The Supplier will regularly analyse the processes and individual products non-conformities & eventual delays in delivery and should be able to report its analysis results on request.

This analysis will include root causes families & Pareto, preventive & correctives actions plans through all existing methods stated in ISO9004

Such an up-to-date reporting should ad minimum be quarterly available

In some specific cases of non-conformities discovered after supplier's delivery, a formal common technical investigation conducted at the supplier's may be demanded by Airbus Helicopters. Such a request will be specifically given to the supplier, it will be confirmed on the QN, if any, and the parts will be sent back sealed with accurate mentions.

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General core part: all kind of suppliers

Unsealing the given product and consequently beginning the investigation can only be conducted by the suppliers with a formal Airbus Helicopters authorisation.

The program of the investigation will be established with formalisation of human and material means (ATP counter reception, visual & instrumented examinations) procedure & agenda. The supplier will after that once agreed assure full availability of means, environment, tools, test devices, human resources under the mentioned schedule.

For investigations linked to airworthiness or prototypes, the supplier will have to make available all needed resources with no notice.

The supplier will diligent all subsequent required containment, mitigation, corrective, preventive or design change actions inside full Airbus Helicopters agreement when the supplier will be the origin of the non-conformity.

8.3 **Analysis of data**

The Supplier will set up indicators for measuring the quality level and the on-time delivery of the products the supplier delivers to Airbus Helicopters. The results of measures and the progress actions are presented at the periodical reports.

The supplier shall be able to supply AHG-AHE with a periodic assessment (Qualimetry) of any non-quality detected on AHG-AHE products by its internal inspection. This analysis should be based at minimum on 5M methodology and cover Sub tier (including raw material & semi product) performance.

Such analysis will be applied as possible to eventual delays in delivery

8.4 **Improvement**

The Supplier will notify Airbus Helicopters of the following:

- any major event the supplier detects as least in relationship with Quality organisation or with processes or conformity;
- of the corrective actions the supplier implements for the products already delivered and to be delivered;
- and of the preventive actions adopted for other products.

In addition the Supplier must deal with any nonconformity detected by Airbus Helicopters, by notifying Airbus Helicopters with the result of the investigation and of the corrective action(s) taken, together with its estimated completion time.

The Supplier must regularly inform Airbus Helicopters of the progress of the corrective actions requested by Airbus Helicopters.

Furthermore, if required in the event of major failure, Airbus Helicopters could be prompted to perform itself - or have performed by any Regulatory Authority or Airbus Helicopters approved company - an inspection before or after delivery, chargeable to the Supplier. This inspection shall be maintained until corrective actions have been implemented.

Improvement, corrective and preventive measures

The Suppliers must fully take into account defects and delivery delays detected by the final customer.

The Suppliers must inform Airbus Helicopters of the result of the investigation, risk analysis, tests that have been performed as well as the corrective and preventive measures that have been taken and the expected date of completion

The Suppliers must routinely inform Airbus Helicopters with regard to the progress of the preventive measures requested by Airbus Helicopters.

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8.5.1 Continual improvement

A minimum annual report incl. major quality events and implemented continual improvement actions will be prepared by the Supplier and submitted upon request to Airbus Helicopters. For priority and/or strategic Supplier an improvement plan will be once a year written by the supplier and approved by Airbus Helicopters.

This process will take into consideration products & processes non-conformities & delays in delivery

For at least, Governmental Programs:

The table of content of the report shall be included in the Quality Assurance Plan and will at minimum include:

- amount of non-conformities/anomalies/incidents,
- amount of Concessions,
- lead-times for closure of non-conformities reports/anomalies reports, incidents reports, Concessions,
- quantity of corrective and preventive actions (incl. status and results),
- status of Supplier approvals,
- status and results of process improvements,
- actions forecast.

This report shall be available to Airbus Helicopters and the local NQAR.

8.5.3 Preventive actions

The evaluation of the need of action based on human factors to prevent occurrence of non-conformities must be especially conducted for maintenance activity in destination to AHG-AHE

The supplier will be able upon request a to share with Airbus Helicopters process risk analysis for a given product at destination to Airbus Helicopters

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APPENDIX A:**Additional quality requirements for (Equipment) Manufacturers**

(Applicable in addition to the general core part)

Note: There are only those numberings and headings mentioned where Airbus Helicopters has additional requirements to those of EN9100

Note: There may be cases when a Manufacturer is requested by AHG-AHE to act as Sub-Contractor on specific parts, in such a case the Supplier must conform to specific Sub-contractors requirements for these specific parts (corresponding appendix of present document).

7 Product Realisation

7.3 Design and development

The Supplier shall apply requirements for the material design according to the instructions defined in the order and/or in the technical specifications of the products and/or the Statement of Works (SOW).

The Supplier shall implement the EN9103 (Variation management of Key Characteristics) IAQG Standard when applicable

7.3.2 Design and Development Outputs

At each review, in relation and detailed to the corresponding status of the envisaged design, the manufacturing process will be established by the supplier. Details, reporting & forms of actual surveillance of application of these requirements, scope of Reviews will be formalized in a dedicated SOW.

All Design Reviews, before any validation of the following step, will include in their outputs, results of this above analysis, acceptance of the Risk Analysis of this manufacturing process, as defined at the moment of the given review, with a subsequent Risk Mitigation Plan when needed

Validation of Design stages & Reviews may be submitted to acceptability of those outputs.

7.3.6.2 Design & Development Verification and Validation Documentation

The manufacturing process Risk Analysis and corresponding Risk Mitigation Plan will be available at latest at Design performance & validation for Airbus Helicopters approbation. (Refer to specific SOW)

7.3.7 Control of design and Development changes

- Design Changes during development phases:

In eventual absence of SOW, the QAE 06-02-08 defines as advice the recommendations for controlling the development, approval and definition change process applicable for a material specified by Airbus Helicopters.

Airbus Helicopters will always be entitled in taking part to those reviews.

In addition to any SOW request, three documents are systematically required from the Supplier for validation at each new reference for qualification process: (form may be customized through the SOW)

- **Sheet of Storage and Packaging Conditions** (see F075 15-003 AHG-AHE valid, and upon request F020-026 only AH valid).

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- **Declaration of Design and Performance** (see F020-027)
- **Acceptance Conditions:**
 - the technical specification reference,
 - the definition file reference and revision number,
 - the P/N of the material to be tested,
 - the description of the component status inspection:
 - . accompanying documents,
 - . markings,
 - . appearance check,
 - . weight, etc.
 - the technical individual check description (ATP Acceptance Test Procedure):
 - . dimensional check,
 - . general test conditions (temperature, pressure),
 - . the tests to be performed (type, input values, output values, accuracy, acceptability criteria..) clearly defined for application not linked to specific test. For electric and electronic components, this paragraph reiterates the detailed test specifications,
 - . the test facilities implemented by the Manufacturer with, if applicable, the test method for these facilities.
 - the technical inspection description on sampling basis:
 - . the definition of batch composition,
 - . the dielectric rigidity,
 - . the environmental tests, etc...
 - the generic individual acceptance report (ATR template).

The acceptance requirements are referring to the definition file. If not otherwise defined in a SOW, they must be made available to Airbus Helicopters for approval:

- . 1 month before the inspection of the first production item to be qualified,

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- **Design Changes on Production phases, after qualification:**
The Supplier must obtain Airbus Helicopters's agreement before any design change:

In consequence to its Design Responsibility scope (as TC Holder or for referring to its customer) Airbus Helicopters must directly approve or transfer for Authorities approvals any design change on qualified products, part or appliances.

Airbus Helicopters approbation on requests for design changes given back to the Supplier covers these cases.

The term "**change**" covers the following aspects:

- **Modification:** this is a change imposing Airbus Helicopters (EC or AHD depending on TC holder of the H/C in destination) or other TC Holder configuration control i.e. affecting installation the dimensional, the reliability, the functional or the maintenance characteristics of the equipment. (often shorten in "3F" for Fit Form Function). (Remind: Any Software change will be a Modification)
- **Amendment:** any other change.

Any change likely to occur on any component (or software) may result either from a Airbus Helicopters (Airbus Helicopters: AH or AHD depending who is TC holder of the H/C in destination) or a Supplier request.

Any change needing to be approved by Airbus Helicopters, to identify this change, the Supplier will draft an **Equipment Change Sheet** using a model accepted Airbus Helicopters whatever the envisaged classification of the change. (

Harmonisation is pending:

Up to end 2013,

- for commercialised AH: F020-004,
- for AHD: F023 04-008-1,
- or Tiger refer to (EI101) T 000 M702 E 01, f
- or NH90: F020 186

As soon as released:

Equipment Change Proposition Form ECPF F020 207, with Guideline ER 04-01-08. (Up to end 2013 both docs may live but here last form is to be preferred

The Supplier will not deliver the production material until the Supplier has received formal Airbus Helicopters Design Organisation approval through approved Equipment Change Sheet for amendment or through new reference creation process.

For changes requiring additional qualification, Airbus Helicopters sends the Supplier a copy of the Equipment Change Sheet stamped with "OK for development". The Equipment Change Sheet signed by Airbus Helicopters shall be returned only after the evidence of qualification and the Manufacturer updated DDP are received.

Changes to CAQ (Civil Aviation Qualification), TSO (Technical Standard Order) or ETSO (European Technical Standard Orders) components are not subject to Airbus Helicopters approval. However, the Supplier must provide Airbus Helicopters with on time information on all the changes (modifications or amendments) using the "Service Bulletin" or Equipment Change Sheet procedure so that the impacts on the installation on helicopter can be assessed by Airbus Helicopters

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Specific case of non-recorded amendments

Should an amendment apply to a referenced sub-assembly of a **class (DAL) B, C, D or E** equipment **or Important, Secondary part** (former class 2A, 2B, 3 or not classified), it is allowed this amendment, after formal acceptance by Airbus Helicopters, to be only recorded at the supplier's and the amendment issue next to the equipment P/N not to be raised.

In this case, the Manufacturer must ensure by its own process the traceability of the amendment concerned to the equipment S/N.

Any amendment on Class A or Critical equipment must be recorded.

Repair alternative

Any repair alternative which may lead to a non-approved definition status must be subject to Airbus Helicopters approval:

- if the repair is to be included in the definition file, the Manufacturer will then make a design change.
- if the repair is not included in a definition file (specific repair instance), the Manufacturer will then request for a recordable concession from Airbus Helicopters.

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7.5 Production and service provision

Depending on the criticality of the materials or further to difficulties experienced, Airbus Helicopters may request a process audit to be performed by the Manufacturer. The results of the audit shall be made available to Airbus Helicopters by the Manufacturer. If needed, the Manufacturer will also provide Airbus Helicopters with the list of personnel authorized for the Non-Destructive Tests or welding operations.

Suppliers will facilitate any evaluation from Airbus Helicopters of their manufacturing process, equally regarding Regulation or Quality Requirements, than Process risks evaluations

7.5.1 Control of Production & Service Provision

7.5.1.1 Production Process Verification:

First article inspection

For COTS and Standards, FAI report may be not supplied if the supplier attests that production has been maintained for other destinations. In addition to this attestation, for COTS an ATR may be requested.

7.5.2 Validation of processes for production and service provision

Refer to SOW when existing which will prevail

Service Bulletin

Any proposal of Service Bulletin / Technical Service Letter / Technical Instruction of Execution, issued by the Manufacturer, which has an impact on its material, must be passed on, for validation and / or approval before distribution in Airbus Helicopters Customer Support Management.

Maintenance Documentation

The Component Maintenance Manual (CMM) & Component Repair Manual (CRM) must be proposed by the relevant Manufacturer's Department for Airbus Helicopters Design Organisation approval

The CMM/CRM technical conformity is the responsibility of the equipment manufacturer, it complies with the requirements of the aircraft manufacturer in terms of maintainability, testability and maintenance.

The equipment manufacturer draws up the so-called CMM/CRM (maintenance in the workshop) and after this one approval, gives Airbus Helicopters the right to reproduce it and distribute it to customers in electronic format (PDF), in English.

When drafting the CMM/CRM, the equipment manufacturer complies with the ATA100 standard (paper manual) ATA 2100 (electronic manual) for the technical content and the layout.

The equipment manufacturer delivers the manual, accompanied by a declaration of conformity attesting that the CMM/CRM has been drawn up in accordance with the rules in force on the equipment manufacturer's premises and the standard NFL 015C.

The equipment manufacturer provides Airbus Helicopters annually with the revision index of its manuals, in which the maintenance level of the equipment is defined.

Any change to the maintenance data, rules & documentation must be submitted to Airbus Helicopters D.O.

Work on new equipment (Known as "First build-up" or "0 hours")

Work rules for new equipment parts not delivered to customer (Known as "First build-up") are defined in documents specific to Airbus Helicopters. Those parts are certified not having left the Airbus Helicopters respective POA Part21G / perimeter for "new".

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Such operations will be named as REWORK or BRINGING TO CONFORMITY. *These corresponding interventions will in no case be considered as “repair”, this latter wording being only applicable to parts having already been delivered to final user, or left POA Part21G perimeter.*

In consequence, all the interventions on these new materials, with ETSO TSO or relevant to EASA DO/PO arrangements (or PMA Assist Letter) will be realized in accordance with the approvals of production EASA Part 21 §21A.163(d) (or FAA PMA §2-10 FAA 8130-21G, or FRA 21G or others EASA agreed equivalent).

The above interventions may be for convenience conducted in another facility than that of the OEM installations, they shall anyway be under the OEM Production Organisation (Part21G)–or the FAA PAH- direct control or through PO-PO arrangements

Some parts to be followed in operation may show in documents, some operating hours that were necessary for tests & reception flights conducted before final delivery for operations. These “Flying Hours” must not be taken into consideration by manufacturers and the item must go on to be considered as “new”.

(Refer to specific paragraphs for documentation and trace-ability for those operating hours which must remain recorded)

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Work on equipment by technical assistance teams**Work on equipment not delivered to end customers by supplier's technical assistance teams**

In case the manufacturer has its technical (dedicated or punctual) assistance teams operate in the Airbus Helicopters plants, the following rules must be applied (eventual SOW shall prevail):

- The technical assistance teams shall only operate in Airbus Helicopters plants after and through a formal request (PO or Contract) and according to a QN, Quality Note (when existing).
- Prior to interventions, Airbus Helicopters requestors will formally inform the manufacturer about the scope, the condition and the place of the intervention (i.e. at the laboratory, at a final assembly line, on an aircraft...). These elements cannot change out an evolution of the above formalisation.
- Prior to the interventions, the manufacturer will define and formalize the content of the technical assistance teams' interventions to be realized in Airbus Helicopters plants according to Airbus Helicopters requests.
- The technical assistance teams will be supervised by Airbus Helicopters requestors and geographically limited to dedicated premises.
- Each member of the technical assistance teams must get an exhaustive list of the tools & devices introduced into Airbus Helicopters plants (laptop, tools, paper documents, spares etc).
- The technical assistance teams operating in the Airbus Helicopters plants on the equipment must be qualified and authorized by their company. Moreover, in the case of operations on "Confidential Defence" classified equipment or on other restricted or confidential parts, subjects or area, the operators must get the appropriate accreditations.
- The technical assistance teams must be identified and their operation period & duration must be determined. They must carry out their operations in compliance with Airbus Helicopters Requirements & Instructions (especially for operations at work-shops and on Helicopters).
- All the interventions on the equipment with civil use must be realized in agreement with the requirements of the approval-of production EASA Part 21G.
- Any application of a Design definition change (SB or Evolution form- ECPF or EES-) to the equipment parts, cannot be neither conducted nor even envisaged before full approval of the change by Airbus Helicopters Design Organisation and if needed Officials Authorities.
- Any spare components possibly used for the operations shall be conform to the Manufacturer's definition and shall have been submitted to its complete inspection operations.
- The technical assistance teams must certify the conformity of the achieved works: by filling-in Airbus Helicopters Quality Notification (QN), by completing their own Work Report, completing the F070-183 form and when possible issuing a CoC.
- Any technical operation on equipment implies to update the accompanying documentation (documents specifying the identification and the traceability of the equipment: i.e. log card for equipment and engine notebook...).
- For longer than a week missions, the dedicated technical assistance teams must establish a periodic report of all their technical operations. The report will be sent to Airbus Helicopters Supplier Quality Managers.

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Work on material by Airbus Helicopters operators under the manufacturer's delegation

The supplier must formalize its delegation. At AH it should be done through F070-182 form

Work on materials already delivered to a customer for use on civil aircraft subject to the EASA or FAA regulations

Any maintenance or repair operations on parts already delivered to operation or to final customer shall be by obligation performed in compliance with the Manufacturer's maintenance organization approval (**PART 145/FAR 145 or EASA agreed equivalent**).

All material shall be returned to Airbus Helicopters together with the authorized release certificate (**EASA Form 1 or FAA 8130-3 or EASA agreed equivalent**)

7.5.3 Identification and trace-ability

7.5.3.1. Basic marking for equipment

(Except when otherwise formally specified) Manufacturers must bear the following inscribing on equipment to allow their identification:

- the **Manufacturer's Name**,
- the **Manufacturer's NCage/NATO Code**,

This above code being mandatory for most of end-users, when such a marking is not possible the supplier will ask for Airbus Helicopters instructions.

- the **Manufacturer's P/N**,
- the **S/N**, or **Batch Nr** (where required in specification)
- the **Equipment Inspection Date** at the end of manufacturing,
- the **Technical Inspection Mark**.
- **for Governmental Programs: Airbus Helicopters Tiger or NH90 Part Number (*)**
- the **Operational SW(s) Part Number**. (if any)

In case of equipment software, the P/N of the Item shall consider both hardware and equipment software.

In case of operational software, a specific P/N shall be defined in addition to the previous one.

Specific indications, if any, must be written in English language.

Data available at end of the manufacturing (date or Inspection Mark) for convenience may be placed in an adjacent separated tagging.

For items in destination to Governmental Programs (TIGER & NH90 in particular) parts shall be marked in accordance with MIL-STD-130,

(*) for COTS ("off the shelves") equipment items to attention of NH90, absence of Airbus Helicopters P/N mention is accepted.

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7.5.3.2. Marking of new materials with limited validity, or operated on during storage

Any material delivered to the Airbus Helicopters must be identified with **as a minimum**:

- the **Manufacturer's Name**,
- the **Mark of Conformity**,
- the **Manufacturer's P/N**,
- the **Manufacturing Date** (which can be replaced in some cases by another date W).
- the **Limit date for validity** on a remove-able stick (refer to "small size materials") to be reported on packaging

The Manufacture Date **is replaced by**:

- the Cure Date (**expressed in quarters of a year**) for all the elastomer materials,
- the Assembly Date (**expressed in quarters of a year**) for flexible hoses & pipes, elastomer components or equipment mounted on an assembly.

Elastomer products must be **moreover** identified with the **Durability Group** (or in defect the **Class**) of the elastomer.

Note: In the particular case of flexible pipes, hoses and piping, it must be marked:

- the Durability Group (**or in defect the Class**) of the elastomer **used to make the pipe core**,
- the Nature of the Insulating Material,
- the Batch Number,
- the Nominal Pressure.

For small size materials or materials where marking would prove destructive or not relevant, once validated by Airbus Helicopters Design Department this information may not totally be identified as described above. It shall then be partially or not marked on the package.

7.5.3.3. Marking on new materials with no expiry date

Any material delivered to the Airbus Helicopters must be identified with **as a minimum**:

- the **Manufacturer's Name**,
- the **Mark of Conformity**,
- the **Manufacturer's P/N**.

The flexible pipes, Hoses and Piping must **moreover** bear the following marking:

- the Core Material Type,
- the Nature of the Insulating Material,
- the Pipe Manufacturing Batch Number,
- the Nominal Pressure.

For small size materials or materials where marking would prove destructive, it is accepted that this information needs not all to be identified as described above. It shall then be marked on the package.

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7.5.3.4. Marking of material after overhaul

Overhauled material (0 hours after overhaul) is subject to the same rules as new material.

For material with identification plate, the Manufacturer will add to the initial plate (with initial P/N, S/N and date of manufacture) a second plate or label specifying:

- "Overhaul",
- Date of overhaul, (final inspection)
- Compliance mark.

It is accepted that the Manufacturer may replace the initial plate with a new one bearing, initial P/N, S/N, date of manufacture, plus the above information.

For any material without identification plate, the same information as defined for material with identification plate will be added in the same way as for new material.

7.5.3.5. Concessions marking

The rules regarding marking of concessions are defined in ER070 13-06 specific documents.

. (See appendix J for Governmental Programs)

7.5.3.6. Work's Trace-ability

The Supplier must guarantee that all work performed by his personnel can be traced and the Supplier therefore must implement suitable filing methods.

The initial fabrication date & serialization must be conserved

For in-service monitored equipment, the trace-ability record of the equipment complete lifetime is the Equipment Log Card. All the work carried out on the equipment must be recorded on the Log Card.

In such a cases, Airbus Helicopters always requires a Log Card form as per EI 16-04

- The Supplier may use the form proposed by Airbus Helicopters in EI 16-04 for commercialized H/C (in EI101 QD S000N0812 E01 for NH90 and in EI101 T000M0986 for TIGER)
- In all cases, the Log Cards, where needed must be filled out in strict compliance with the above instructions

Overhaul, repair, return and all operations carried out on the product shall be documented in the original Log Card.

If the original Log Card is missing but available data defines the product and its history a Log Card duplicate has to be issued for documentation of operations applied.

If the documents available cannot define the product and it's history the Log Card as well as information concerning overhaul shall be duplicated and "DUPLICATE, the information validated by Airbus Helicopters is that it was aware of on ..." shall be entered.

When an asset is scrapped or becomes unserviceable, the log card shall be crossed off in red

All added or modified information is to be validated by identified qualified staff (name, signature or stamp).

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7.5.3.6.1. Terminology:

Bringing into conformity:

This is a “work on new equipment”; it consists in restoring the equipment to its physical and functional state when part is new, before any operation at final user. Those parts are certified not to have left the Airbus Helicopters respective POA Part21G / “new” perimeter.

(The difference with a “Repair” is to be noted: a Repair is only to be conducted on parts already fitted on aircraft in operation, under Part145 or FAR145 perimeter or equivalent. Where applicable, “Bringing into conformity” is conducted under Part21 or equivalent, and cannot be a “Repair”). Another wording could be “Rework” or “Rectification Work”.

Refer to §7.5.2, paragraph “Work on new equipment”.

Restoring the validity:

This consists in restoring the original storage validity of the equipment by replacing its components and ingredients with limited storage validity without exceeding its technical validity (use-by-date)

Those parts are certified not to have left the Airbus Helicopters respective POA Part21G / “new” perimeter. Specific tagging with validity limit date on the part and its packaging will be replaced

Change:

This consists in embodying a change (Modification or Amendment) on equipment in accordance with an approved definition.

Working during storage:

Those parts are certified not to have left the Airbus Helicopters respective POA Part21G / “new” perimeter. This consists in performing technical operations in compliance with the manufacturer’s instructions in order to ensure optimized storage conditions:

These operations cover among others:

- Leak tests
- Adjustments
- Calibration
- Batteries replacement

Specific tagging with validity limit date on the part and its packaging will be replaced

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7.5.3.6.2. Marking of the equipment

a) After a "Bringing into conformity" of equipment

No special marking is applied to the equipment, excepted specific instances e.g. a "Bringing into conformity" associated to a "Restoring the validity" or a P/N change. Only the accompanying documentation is updated (Work Progress Report and Equipment Log Card, if any).

b) After a "Restoring the validity" of equipment

For material with identification plate, the manufacturer must add to the initial plate (with initial P/N, S/N and date of manufacture) a second plate with:

"Restoring the validity" or "Revalidated" (abbreviations shall be approved by Airbus Helicopters when space is limited), Date of "Restoring the validity" (mm/yy), Inspection stamp. It is accepted that the manufacturer replace the initial plate with a new one bearing initial P/N, S/N, date of manufacture and the above information. For equipment without identification plate, the information defined for equipment with identification plate (see above) must be added according to Product Identification & Traceability Rules (§7.5.3 of appendix).

Remove-able tagging when specified with limit validity date will be replaced

c) After a "Change" of equipment

Case of a (recordable) amendment

The following are added on the original nameplate:

- The reference of the amendment embodied,
- The inspection stamp.

Case of a modification

- An equipment P/N changes. The original nameplate is therefore replaced by a new plate with at least the following information marked:
 - The new P/N,
 - The date corresponding to the date of embodiment of the modification, (final Inspection date)
 - The original manufacturing date is conserved. Date of Modification is separately mentioned
 - The inspection stamp.

d) After a "Work during storage"

The manufacturer must affix a paper tag (instead of on a plate) in an area not visible by the operator after installation in the helicopter or, if impossible, to a tag attached to the equipment.

This paper tag shall bear:

- Manufacturer Name:
- Checked on:
- Statement of Conformity
- Limit validity date when appropriated

Caution: The same tag shall also be affixed to the equipment's package.

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7.5.3.6.3. Marking on the packaging

After a "Bringing into conformity" of equipment

No specific marking other than the initial marking is required.

After a "Restoring the validity" of equipment

The date of "Restoring the validity" shall be marked in a conspicuous manner on the packaging (and limit validity date when exists).

After a "Change" of equipment

The marking on packaging is the same as before modification equipment packaging.

After a "Work during storage".

The same tag as that affixed on the equipment shall be bonded on the equipment packaging.

7.5.3.6.4. Quality records (versus delivery documents)

a) After "Bringing into conformity"

The following documents must accompany the equipment:

- Delivery note,
- Declaration of Conformity regarding the intervention on equipment requested by the Purchase Order:

In the same condition as when necessary for first delivery, the Authorized Release Certificate will be enclosed:

EASA Form 1 & FRA Form1: the one issued for the equipment's first delivery will be duplicated (with mention "**rectification work of an item which has been found to be unserviceable prior to entry into service**" and description of operation in block 12)

FAA 8130-3: will be duplicated in application of FAA 8130-21G § 2-10 a. with same mention as above, "**rebuilt**" being an acceptable alternate wording

Should the work be conducted not at the OEM's facilities, the latter shall anyway control it though its Production (or PAH) Organisation directly or under specific arrangements

- Airbus Helicopters Quality Note (QN) duly filled out (cause of the defect, components replaced, technical charge),

If the equipment has to have a **Log Card**, the original Log Card, updated by recording on the back of Table 5 the carryover of the operating units and the work designation solely by: "Brought into conformity" followed by an inspection mark or other clear identification.

b) After a "Restoring the validity"

The following documents must accompany the equipment:

- Delivery note
- Rules for accompanying documents EASA Form1, FRA Form1 or FAA 8130-3 or equivalent agreed by EASA are the same as above proceeding §a) with mention: "restoration of validity conditions". (or equivalent agreed one)
- Attestation / Declaration of Conformity (CoC) mentioning the intervention as requested by the Purchase Order

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if the equipment has to have a **Log Card**, the original Log Card, updated by recording on the back of Table 5 the carryover of the operating units and the work designation solely by: "Revalidated" followed by an inspection mark or other clear identification.
 (Refer to appendix L)

c) After a change of the equipment

In all cases the following documents must accompany the equipment part: (refer to Core part, for same Accompanying documents obligations)

- Delivery note,
- Authorized Release Certificate (EASA Form 1 or EASA agreed equivalent)
- Declaration of Conformity,

- c.a) Case of a change classified as a recordable amendment

If the equipment requires a **Log Card**, its original one is updated by:

- recording the No. of the embodied amendment plus an inspection mark in Table 1,
- recording on the back of Table 5 the carry-over of the operating units and the work designation solely by: "Modified by Amendment No. XXX" followed by an inspection mark.

- c.b) Case of a modification

If the equipment has to have a **Log Card**:

For Commercialized H/C (neither Tiger nor NH90)

- the original Log Card updated by recording on the back of Table 5 the carry-over of the operating units and the designation "Modified - New P/N YYY" followed by an inspection mark.
- The new Log Card firmly attached to the former:
 - Records the new P/N in Table 1 with the indication: "Derived from P/N XXX" (the one on the original Log Card).

For Governmental H/C (Tiger & NH90)

In such a case, when Part Number changes, the previous number shall be struck through with a single line ensuring it remains read-able. The new ref. number shall be written as close as possible to the former one (*applicable an only time, if more, one refers on above Commercialized case*):

e.g.: ~~T463A10T0001~~ T463A10T0002 or ~~S533F1102101~~ S533F1102103

. The details on the part number change have to be indicated in Table 6 "Type of Modification:"

For all programs:

- Records on the front of Table 5, the date corresponding to the modification's date of embodiment with the initial manufacturing date and the equipment's operating units corresponding to Table 5 (back) on the original Log Card, followed by an inspection mark.

d) After "Work during Storage"

- Delivery note
- Rules for accompanying documents EASA Form1, FRA Form1 or FAA 8130-3 or equivalent agreed by EASA are the same as above proceeding §a) with mention: "**restoration of storage conditions**". (or equivalent agreed one)
- Declaration of Conformity regarding the intervention on equipment requested by the Purchase Order

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If the equipment gets a **Log Card**, its original Log Card must be updated by recording on the back of Table 5 the carry-over of the operating units and the work designation by one of the following (depending on the type of test): "Check", "Cross-check", "Weighing", "Filling" followed by an inspection mark.

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7.5.5 Preservation of product

7.5.5.1. Storage, Preservation and Conditioning conditions

The Manufacturer must define the storage, preservation and conditioning conditions (limitations and actions) guaranteeing proper utilisation.

These conditions shall be entered on the "**Sheet of Storage and Conditioning Conditions**" (F075 15-003, or upon request for AH F020 0026). This form will be forwarded to Airbus Helicopters before the qualification review or, if the latter is not contractually binding, at the latest before the first production item is delivered.

a) Specific rules for "dangerous" products

Handling, storage, preservation, packaging and delivery rules for pyrotechnic materials (delivered individually or with equipment), hazardous products or radioactive material must comply with the applicable national legislations (Safety data sheet, storage category according to packaging, labelling, conditioning and packaging standards etc.).

b) Case of pyrotechnic materials

Should pyrotechnic materials be delivered as components in sub-assemblies, or as accompanying components, the Manufacturer must specify (in same order) on the Release Note of each assembly:

- the UN (United Nations Organization) Number
- the official designation
- the risk category, (should be 1.4)
- the compatibility category. (should be S)
- the Packaging Group (if any)
- the Net Explosive Weight (NeO) in Kg
- the description of pyrotechnic materials,
- the quantity,
- the P/N,
- the ref. of approved Packaging & Authority approval (if any)
- the mode of delivery (in a sub-assembly or as accompanying component),

c) Case of the beacons of distress

The delivery and the transport of beacons must be made **beacon on « off » position** (that is with neutralized internal power, either by disconnection of piles or through switches "RESET" & " OFF ").

7.5.5.2. Packing and packaging mode

The Manufacturer must use specific packing and packaging adapted to the product. E.g. (un-limitative examples):

- . painted parts (primer or top coat): protection suitable to prevent friction between the parts,
- . use of conditioning on threads (i.e. plastic thread protector or equivalent),
- . apply lubricant on steel parts (neutral petrolatum oil or corrosion inhibiting desiccant),
- . protect elastomers against the light.

7.5.5.3. Preservation of materials

On material that has to be closed off, the blank must be so shaped that the part itself cannot be mounted until it has been removed. The blank must be brightly coloured and have a large visible collar or fins. The usage of unscrewed he-plugs or transparent or translucent blanks is prohibited.

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8 Measurement, Analysis & Improvement

8.3 Control of non-conforming product

Airbus Helicopters shall approve all requests for “use-as-is” or for concessions (either “non-recordable” than “recordable”) issued by the Manufacturer.

However, inside a frame of privileges given by authorities, Airbus Helicopters DO representatives may be delegated to the Manufacturer's for approval of "non-recordable" concessions. The concession writing/approval procedures implemented by the Manufacturer and the list of authorized signees must have beforehand to be approved by Airbus Helicopters. The perimeter and means for controlling this delegation must be formally described in a commonly agreed document.

Under this delegated action, only those "recordable" concessions shall be passed to Airbus Helicopters Procurement Management, writer of the order, for approval before delivery of concerned materials.

Moreover, all the "non-recordable" concessions shall be made available to Airbus Helicopters for consultation.

Note: Any concession related to a "**Critical**" Part -or subpart-) for non-observance of frozen manufacturing process must be classified as "Recordable".

Should doubts arise regarding the consequences of non-compliance, the Manufacturer must request a Recordable concession from Airbus Helicopters.

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APPENDIX B:

Additional quality requirements for subcontractors and Extended Workbenches

(Applicable in addition to the general core part)

PURPOSE

This document applies to Suppliers who partially or fully manufacture aeronautical products defined by Airbus Helicopters

Supplier classification; (~~refer to EP 06-12 that prevails~~) depending on the situation the supplier can be:

Subcontractor: responsible, in accordance with a Airbus Helicopters definition file, for the manufacture and/or overhaul/repair of parts or assemblies.

Extended workbench: responsible, for manufacturing, and/or overhaul/repair of provided products/materials in accordance with production/manufacturing files provided by Airbus Helicopters.

These products and/or manufacturing are identified as follow:

- mechanical parts or assemblies,
- sheet metal parts or assemblies,
- composite parts or assemblies,
- electrical assemblies,
- special processes,
- performing manufacturing phases
- blank (supplier of blank are considered as a subcontractors)
- interiors (upholstery, furniture...)

DEFINITION, ABBREVIATION, TERMINOLOGY (proper to this appendix)

The word "supplier" in the present appendix means Major Subcontractors, Subcontractors and Extended Workbenches (abbreviation: E.W). (See doc. Core § 3.3):

EC means, Airbus Helicopters France **as the design responsible** (indicated on the drawing)

AHD means, Airbus Helicopters Germany **as the design responsible** (" ")

ECE " ", Airbus Helicopters Spain **as the design responsible** (" ")

Mechanical parts: means, machined with material removing from massive raw material

Work-package: means, upper assembly kit constituted with product of different technologies

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GENERAL PRINCIPLES

The supplier must check that the sub-contracting level is limited to second rank (third rank is acceptable only for special processes and in some specific formalized cases AHG may accept and extend to one more level (for ex. Major tier) - AHG is considered as level zero (rules are detailed in & 7.4.1)-.

For extended workbenches (EW) supplier's second level subcontracting is forbidden excepted for special process.

ECG-ECE supplier monitoring rules are based on the 3 main steps;

- Authorization (Assessment)
- Product/Supplier qualification (Product Qualification, Special processes, FAI)
- Supplier performance assessment (Discrepancies management, Monitoring)

Authorizations for suppliers are given per activity, "skills", and safety class by AHG-AHE.

Activity: Is a technological domain on which AHG-AHE recognized (assessed and authorized) the supplier competencies (e.g.: pinion machining, detail part made from sheet metal, forging blank, composite sub-assemblies,, metallic sub-assemblies, Electrical harnesses, tools and jigs, On-ground devices ...)

Skills: Specific AHG-AHE requirements necessary to do an activity or a task and formally authorized by AHG-AHE.

The different "skills" used for subcontractor and Extended-Workbenches are;

1. Procurement of raw material and component
2. Set up work instruction / industrial file (engineering)
3. Subcontract
4. Distortion control of interchange-ability tool
5. Manufacturing of Critical part

- ☞ A supplier without authorization for skills 1 and/or 2 is named "Extended Workbench"
- ☞ A supplier with authorization for skills 1 and 2 is named "Subcontractor"
- ☞ A supplier with authorization for skills 1, 2 and 3 is named "Major Subcontractor"
- ☞ The skills 4 and 5, to be adapted to the needs

Reminder: in usual language in AH supplier authorized for;

Skills 1 & 2 are called, "Genre "6"

Skills 1 or 2 or without skills are called "Genre 8"

ECG-ECE Supplier authorization

For AHG-AHE: the authorized suppliers are listed in repertory L030 03 001 (activities, skills and safety class are mentioned).

In the case Airbus Helicopters Standards (DHN...) are mentioned in requirements, they will obviously prevail in any application of other standards (ASN, ISO...)

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Safety class:

The safety classes are; "Critical Part / Important Part/ Secondary Part". Nevertheless, due to Airbus Helicopters history we can find different means to express the safety class, find below a table of equivalence;

(Refer to the applicable issue of the documents)

EP 04-06	<i>general</i>	Critical	Important	Secondary
(EI 04-06)	DPF 04-06 at AH	Class 1		Class 2&3
		Vital part	Class 1	
	NH90 QDS000N0822E01 & QDN000N804E01	Class 1A	Class 1B	Class 2&3
	AHD (EI 04-06-01 & 02)	Class 1	Class 2	Class 3

For Critical Parts (e.g. Vital Parts), the Sub-Contractor must have been qualified by Airbus Helicopters in accordance with,
ER070 04-06, for parts to H/C where AH is Design / TC Holder (EC is C/A) or
EI 04 06 01 & EI075 04-006, for parts to H/C where AHD is Design / TC Holder (AHD is C/A)
(Other cases or for other C/A, information on Design / TC Holder is given)
Second level of subcontracting is prohibited (except for special process).
For items to deliver to AHE or Subsidiaries, refer to above considering whether AH or AHD is TC Holder

Product/supplier qualification is given to a manufacturing site per part number by AHG-AHE Quality Department when the FAI is validated (including industrial review, products audits and special process qualified).

Airbus Helicopters Special Processes are defined in HS5011 & HS7072.
Special Processes qualification is under AHG-AHE responsibility according EP09-02, EI09-02-02 and EI 070 09 008.
Suppliers for special processes are listed in repertories L 030-03-001 and L 030-03-005.

Monitoring is based on audit, periodic review and product performance
The monitoring will be adjusted according to AHG-AHE internal evaluation.

Non-compliance with the requirements specified in this appendix must be motivated and subject to prior formal approval by AHG supplier Quality department.

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4 Quality Management System

4.2 Documentation Requirements

4.2.3 Control of Documents and Data Control

Should the order, drawing or any other document refer to an IGC (General Inspection instruction) or an MP (production manual), the supplier must apply them with their AH Application Sheet, which it must be in possession with.

Note: The Application Sheet defines the supplements and/or restrictions specific to AH.

For AHG-AHE

The Global Replacement List of replace-able standard part authorized by AHG-AHE is listed in repertories L020 020.

For AH only

The above Global Replacement List of standard part authorized by AH design office is completed by repertories (EI021) DHN1-007-000.

For suppliers not operating in the language of the ordering AHG unit, in addition to a local language understandable by operators, production documents will be noted with sufficient additional information in English language.

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6 Resource Management

6.2 Human resources

6.2.2 Competence, awareness and training

The supplier must identify the activities (including special processes) with direct effect on the quality and conformity of the product.

These activities will be executed only by formally qualified personnel.

Within each activity, all the personal skills and experience required to correctly perform the tasks will be **defined**. The personnel will be **evaluated** against this list and any possible lack of qualification corrected through **training actions**.

Personal qualification will be granted only after formal approval by the tutor that the personnel are capable of adequately achieving the concerned tasks. This qualification will take the background knowledge, the experience and the training into account.

The evidence of qualification will be **recorded** and **archived**.

When qualified, periodic (no longer than every two years) knowledge and evaluation tests will be implemented for the above mentioned operators and inspectors

In case of major changes in the industrial process (resources, Qualification-related documents, prolonged manufacturing downtime...) or repeated discrepancies, the staff qualification will have to be questioned and reassessed.

For electrical supplier the requirements related to this activities are defined in EI 043 650 13 "skills management for electrical manufacturing subcontractor"

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Specific requirements for NDT & Welding

For welding and NDT, the supplier shall be in accordance with the following requirements;

		NDT requirements		WELDING requirement	
	AHG reference	International Normative reference	AHG reference	International Normative reference	
AH	EI 070 18 003	EN4179 / NAS 410	EI075 10 021 EI045 80 E 34 6621 EI045 80 E 34 6620 EI045 80 E 34 6100	ISO 24394 / AWS D17.1	
AHD	EI075 08 003				
AHE	EI 070 18 005				

For welding and NDT operator qualification involves a third party organization, the supplier shall comply with the re-qualification periodicities for his personnel imposed by these organizations.

For welding the national organization recognized are defined in the international normative reference. <http://www.iiw-iis.org>

For critical parts

Personnel involved in the manufacture of critical parts (engineers, operators, inspectors ...) must have received specific training from AHG-AHE, and must hold proof of the training.
 The supplier must yearly make sure his personnel is aware of and applies the rules (as per ER 070 04-06 for AH, EI075 04-006 for AHD).

For Distortion control of interchange-ability tool

For AH only: supplier's personnel involved in this task must have received an AH qualification according EI 070 06 006.

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7 Product Realisation

7.4 Purchasing

The supplier shall flow down and impose the requirements of this document to all its sub tiers. The supplier must request and obtain from his own suppliers the same evidences of document conformity as those requested by AHG-AHE.

The following information at least shall be noted on Purchasing Orders to subtler;

- Part Number/ Material designation, Description of Task
- Main Procedure and/or Airbus Helicopters requirements (moreover all rights of access)
- Technical information (e.g. ASNA, ECS, drawing....) with applicable issue index
- Documents for deliveries (CoC, FAI and EASA Form1 if necessary, ATR on request)
- Safety class (for Critical & Important parts)

7.4.1 Purchasing Process

7.4.1.1 Second-level supplier

On AHG-AHE request, according to hereunder table, the tier 1 supplier must provide with the industrial scheme (included process risk analysis, overview of used sub-tier, flow chart, key characteristic, milestones.....).

This industrial scheme shall be agreed by AHG-AHE Supplier Quality Manager. The supplier shall be formally authorized by AHG for all activities which it is entrusted to.

A supplier can only subcontract when authorized for skill 1 and 3.

Hereafter rules and necessary AHG agreements according safety class and task:

<i>Safety Class</i>	<i>Task</i>	<i>ECG acceptance of Second rank</i>
Critical	Complete product	2nd rank cannot be authorized
	Special process task	See L030 03 001 + AH agreement
	Non special process task	2nd rank cannot be authorized
Important	Complete product	See L030 03 001 or AH agreement
	Special process task	See L030 03 001
	Non special process task	EC agreement
Secondary	Complete product	See L030 03 001 or AHG agreement
	Special process task	
	Non special process task	

For material involving different activities (e.g.: **work package**....) if the supplier is not authorized for one of the entrusted activities, the supplier shall be qualified for skill 1 and use a Tier 2 supplier listed in L030 03 001 (or especially approved by AHG-AHE) for the concerned activities.

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A second rank (Tier 2) supplier can only purchase raw material and components when authorized by AHG-AHE for skill 1 (see index L 030 03-001).

If not the tier 1 has to provide with raw materials and components to this tier 2 supplier.

Trace-ability

The subcontractor shall ensure required trace-ability of all products entered into stock or delivered to AHG-AHE.

7.4.1.2 Quality requirement for procurement of Standard product*

*Standard product means; supplied product defined by normative document (ISO, DIN, EN, ASN, DHS, MIL, ECS, QAE, FRF...).

When authorised for "procurement skill", the Tier 1 supplier shall use a Tier 2 manufacturer qualified by AHG-AHE or distributor according to the document or mentioned below rules;

- ◆ Pairs supplier qualified for composite material is available in document L030 03 006**
- ◆ Pairs supplier qualified for non-metallic raw material is available in document L030 03 007**.
- ◆ Pairs supplier qualified for metallic material is available in document L030 03 002** & L030 03 003**.
- ◆ Pairs supplier qualified for fasteners, assembling part, accessories is available in document L030 03 011**.
(Fasteners, screws, washers, clamps...)
- ◆ Pairs supplier qualified for electrical component is available in document L030 03 004**

Qualified list for Airbus pairs of product/supplier is recognized by AHG-AHE for the two last ones.

Specifics for L030 03 0xx lists, when supplies out of these lists are necessary:

- A formal agreement from AHG Strategic Procurement & Suppliers Quality will be needed
- Tier 2 distributor will have to be EN9120 certified
- Surveillance of this Tier 2 distributor will be formally conducted by the Tier 1 with a formal engagement to AH.

At the AHG-AHE request, the subcontractor shall draw up and maintain the list of product/supplier pairs (manufacturer & Distributor) to be validated by AHG-AHE.

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7.4.2 . Procurement Information

The subcontractor must get all standards and/or drawing related to the products to be procured. If neither the order nor the definition documents refer to standards, the subcontractors must ask AH for the reference of the applicable standards.

7.4.3 Verification of Purchased Product

The supplier has at least to:

- Analyse with evidences the certificates of conformity and check the equivalence between the specification to which the material supplier is committed and the specification on the order.
- Record its systematic analysis of the test results included in the supplier reports (acceptance test report) with respect to the specification (for metallic, pre-impregnated fabrics and adhesive semi-products used for structural bonding only).
- Check with evidences the marking in accordance with the AHG-AHE requirements.
 - Check Concession marking and request for approval if any.
 - Verify Manufacturer name
 - Check presence of Inspection stamp
 - Check mention of Part number & serial number (if any)
- Inspect integrity of Packaging condition

In case of non-conformities, in accordance with EN9100, the supplier shall either segregate the batch(es) in a properly defined dispute zone than affix on the non-conform product label the indication "non-compliant", until the resolution of the issue.

Non-conformities

The supplier shall directly monitor the non-conformities with the sub tier and keep-on traces of exchanges (answers, acceptance, corrective action, supplier returns etc...).

The supplier shall provide with a feed back to AHG-AHE supplier quality manager at least once a year regarding the non-conformities encountered on the procured parts.

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A) Additional requirement for procurement of organic semi-products (prepregs, film adhesives, bonding primers, paste adhesives, sealants, dry fabrics, honeycomb)

A. 7.4 Procurement

For cooled materials ("pre-preg" and film adhesives), the subcontractors must be required in the purchasing order systematic use of thermal recorder to have trace-ability for each batch and for each delivery.

A.7.4.3 Verification of Purchased Product (Incoming inspection by supplier)

Visual inspection on each batch:

- Packaging (must be undamaged), for cold material: the bag must be sealed.
- If any, dry ice condition
- Raw material supplier marking must be checked (Airbus Helicopters standard, supplier identification, shelf-life in accordance with AH material specifications, Storage condition and batch number) as per AH Material specification and EI 071 IGC 04 81 105 "Marking and presentation of pre-preg.
- Defect of aspect: criterion and requirement for pre-preg (pre impregnated roving tapes not included) are defined in ER070 06 02 06 (appendix 1).

Specific requirement for Shelf life Products ("pre-pregs" and film adhesives)

Transport and storage

Each batch of cooled materials will be monitored, checked by appropriated thermo recorders from the place of material manufacturing to the final destination of use of the product, including intermediate transports and storages. This requirement is mandatory. (*Thermo recorders must have a temperature range from -50°C to +35°C*)

Supplier will systematically specify above thermo recorders range in their PO and analyse the records according to the storage specifications and product associated standards of each material.

In case of non-conformity, an anomaly report has to be raised and acceptance tests specific to product have to be performed.

Note: For any necessary storage revalidation tests the supplier shall contact LMP AHG. Material revalidation is forbidden for materials entering critical part manufacturing and for adhesive materials

Incoming inspections

For this activity, subcontractors which perform incoming acceptance tests must be qualified by Test Laboratory as defined in the HS5011.

Cases of lower rank subcontracting this inspection must be authorized by Airbus Helicopters.

The supplier shall describe the rules for incoming inspection including associated test.

For information: AHG process is described in EI070 06-033 for Composite material incoming inspection.

The tests to be carried out have to be conducted according to Airbus Helicopters specification (Standard material, manufacturing instruction, L041 001).

B) Additional requirement for procurement of metal semi-products (sheets, bars, tubes...)

For AH Part, the supplier must have a specific qualification given by AH for manufacturing blanks from semi-products. If not, the supplier will procure blanks part from suppliers qualified by AHG.

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B.7.4.3. Incoming inspection (technical checks)

- aspect check on each batch (check for impacts, scratches, oxidation, etc.)
- supplier marking check (marking type, grade, condition, standard, batch, supplier identification) as per referred IGCs at AH (*Instructions Generales de Contrôle*) or others applicable document (see list of applicable document)
- dimensional check for thin metal sheets (≤ 6 mm), tubes and sections
- mechanical tests:
The supplier shall define an incoming inspection plan including at least Hardeness tests completed with electrical conductivity on aluminium alloys. Frequency & periodicity will be formally determined by the supplier.

Note 1: the supplier shall identify raw material bars with a diameter ≤ 16 mm by means of a colour code and/or metallic labels (due to absence of marking on small diameters).

Caution: As regards semi-products used to manufacture critical part, all tests described (incoming inspection) in the specification must be systematically formalized and performed regardless of the delivery condition (tempered, treated...) of the procured part.

C) Additional requirement for procurement of screw, bolt, nuts....

For AH only

For material specified by AH (EC drawing & P/N) additional requirements are defined in QAE 06-02-04.

D) Additional requirement for bearing

For AH only: Requirements are defined in QAE 06 02 03

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E) Additional requirement for procurement of blanks

The supplier must procure blank parts from AHG-AHE supplier specifically approved. AHG-AHE supplier cannot procure blanks which are under on-going development.

In the case of blanks pending qualification process, these blanks will be under DA or Concession; the supplier will not deliver its subcontractor without formal AHG-AHE approval.

AHG-AHE is responsible for the pair blank / Supplier qualification.

All blanks FAI files, joined to theirs Type Part, DA & Concessions must be directly transmitted to AHG-AHE (not going through the first rank sub-contractor)

Re-qualification is necessary if manufacturing has been resumed after more than 3 years.

The subcontractor must check blank/supplier pair is qualified before series production parts are delivered to AHG-AHE.

Exceptional process: Cut-up “under reservation” (square mark) only with AHG-AHE authorisation

An exceptional process exists for “release under reservation” that may allow first beginning machining blanks in the waiting of completed qualification results. This process must only be applied after AHG-AHE authorisation, for some capital reasons (timing for ex..) and once criticality analysis conducted.

The supplier of blanks will write the following mention on its Test report or CoC for each reference pending FAI validation:

Caution non-qualified blank: pending AH validation

Manufacturing launching with « Cut-up under reservation » is an industrial risk under the sub-contractor responsibility

Eventuality of Blanks provided by AHG-AHE, not yet qualified

Corresponding delivery documentation will have to bear a provisory (EC: square) stamp marking put by AHG-AHE. This mark (stamp) will be transferred by the supplier at Cut-up phase and must be removed and replaced by its definite stamp before delivering the parts (qualification completion of the blank to be checked from AHG-AHE)

The Subcontractor will get assurance that machined parts will be unable to be delivered without definite agreement for the blank AH qualification. Means for having these machined parts actually not delivered will vary owing to the subcontractors, but this discrepancy will anyway be formalized in the manufacturing travellers at cut-up and final inspection phases.

A manufacturing file with a cut-of under reservation must not be doubled up.

Only for AH: Additional requirement are defined in HS5015 and QAE 06-02-02

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Procurement

The supplier must keep evidence that manufacturing files and blank layout modifications have been validated by AH as per QAE 06-02-02.

Product of a batch

For forging blank the semi-product of the batch is used for sample during metallic counter expertise if necessary. It is representative of the batch.

Heat treatment:

If any, heat treatment planned during the process of manufacturing the semi-product of the batch shall be "conserved" until the finalized product delivery. In case of heat treatment and thermo chemical during the manufacturing files of finalized product, the batch sample shall be a part of this semi batch product in order to ensure the representativeness of product.

Reminder: one batch = same casting + same forge campaign + same loading of heat treatment.

E.7.4.3. Incoming inspection

The supplier must draft up a counter-acceptance layout from the test data sheet of the blank. This layout must clearly explain the inspection for:

- 1) Delivery documents
 - Test Report (mechanical characteristics, etc.),
 - Dimensional Inspection Report (only rough castings for critical parts),
 - X-ray inspection file (for the case provided in QAE 06-02-02).
- 2) the following information in the Supplier certificates/Supplier Report
 - Blank Part Number,
 - Safety Class category of the Blank,
 - Metallurgical grade + delivery condition,
 - Pair basic metal/generator for forged products (frozen for critical blanks),
 - Type of used Semi-product (bar, bloom, etc.) for manufacturing the blank (frozen for critical blanks),
 - Serial number if applicable or batch No. according HS5022.30,
 - Homogeneity check (hardness and/or Sigma test) in accordance with HS 5015.20,
 - Mechanical properties (Rm, Re, A%, KCU etc.) in operating conditions,
 - Chemical composition of the original material,
 - In case of repairs, indicate "Part repaired by welding" for cast blanks, with a chart locating the repairs. (Letter "S" on cast blanks repaired by welding)
- 3) the following data, when existing:
 - Supplier's hardness test mark.
 - Casting No of batch(es)
 - Grade and condition,
 - Manufacturer's monogram,
 - Protect corrosion according HS 5015.50,
 - Appearance of the blanks (no knock, scratch, oxidation...) particularly those areas that remain as rough on the finished part
 - Conditioning description
- 4) The presence of semi test part of the batch (excepted for forging blank)

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7.5 Production and service provision

In case of major changes in the industrial processes the supplier shall inform AHG-AHE before any implementation.

A) In cases when Parts or Raw material are provided by AHG-AHE

The Supplier must check referring to the Transfer Sheet (delivery doc.) and/or "list of components" enclosed to the purchase orders, and/or the Delivery Note:

- material or product identification,
- grade and condition (administrative check for metal products),
- batch N°, or serial N° of parts or blanks if applicable,
- quantities and dimensions,
- packaging condition,
- material validity state (including transport conditions...),
- inspection stamp presence on AHG-AHE Transfer Sheet or on AHG-AHE CoC / Delivery Note. (For AH only: following IGC 04-01-110)

In case of detected non-conformity, the Supplier will notify AHG-AHE with indication of all trace-ability data (among others: material indication, batch or serial n°, eventual manufacturing file ref...) and will wait for specific directive before any proceeding.

Raw Material cut up step

The cut up task on AHG-AHE manufacturing file shall be stamped once the raw material conformity (dimensions, grain flow direction, material appearance, marking and trace-ability) has been checked.

B) In case when Manufacturing or Overhaul file is provided by AHG-AHE & supplier not qualified for skill 2

Manufacturing/follow-up data sheet

The supplier shall strictly apply Airbus Helicopters routing manufacturing file.

Any change of manufacturing file has to be forwarded and accepted by AHG-AHE.

The manufacturing file must be validated for each phase by the Supplier.

(Excepted when on AHG-AHE request, the parts are delivered partly finished for the phases concerned).

The manufacturing file must be duly filled in, stamped and forwarded with the product delivery.

If the raw material is supplied by Airbus Helicopters, for the material cut up the information of traceability shall be ensured and mentioned on the manufacturing file (see §7.5.3).

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The following additional requirements for **mechanical parts** are requested

On the manufacturing file, the following information must be included

Transfer Sheet No (OT),

Cast No if applicable,

Batch No. if applicable,

Parts Serial No. if applicable,

Only one single raw material batch No. must be used per manufacturing file.

Caution: For metal parts with grain flow direction specified on the drawing, the Supplier must mention it on the material cut up phase, and a check for this grain flow direction must be included during machining phases (see EI 070 10 003).

C) When Manufacturing file is provided by AHG-AHE for supplier qualified for skill 2:

The manufacturing file does not need to be forwarded with the product delivery.

D) In case when Manufacturing file is written by the supplier

Industrial file implementation

The supplier can only draw up manufacturing files inside the scope for which they are qualified (sheet metal work, composites, mechanical and electrical).

For AH part, the supplier shall take into account AH requirements described into;

EI 070 10 003 "Situation of inspection work in the manufacturing and overhaul process for sheet metal parts"

EI 070 10 004 "Inspection plan for manufactured composite products"

EI 070 10 007 "Inspection plan for manufactured electrical component"

EI 070 10 021 "Installation inspection plan for dynamic components"

The supplier's authorized personnel to validate the processes are those:

- qualified directly by Airbus Helicopters
- trained and qualified by those above, on in-house procedure based on Airbus Helicopters requirements and specificities (e.g. for AH: protection code, marking code, DML, STL).

The supplier must periodically get assurance that personnel knows and applies AHG-AHE rules for implementing manufacturing files. The supplier must inform AHG-AHE with the qualified persons names, as any persons names changes.

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E) In case of Critical part (e.g. former Vital Parts)

For AH

The supplier shall proceed in accordance with ER 070 04 06

Critical Parts can only be delivered after AH has formally accepted the supplier's manufacturing file.

The certificate of conformity shall include the following mention;

Critical Part in accordance with ER 070 04-06 manufacturing file Ref. xx (Issue yy)

For AHD

No additional requirement

F) In cases when tooling (AHG-AHE property) is provided by AHG-AHE

The tooling must be the subject of an inventory by the supplier.

The supplier is responsible for the conservation in good condition of this tooling in order to assure the conformity of the produced part.

G) Specific requirements for machining

Electro-erosion or laser machining

Electro-erosion or laser machining processes on helicopter parts (incl. marking) in the finishing phase is prohibited; it may be applied for machining blanks. In this case, a representative specimen (same material & thickness) must be forwarded to the AH/AHD Materials Laboratory so that the minimal reservation to keep can be determined.

If not specific other indication on drawings,

- all external (acute) edges will be blunt with a radius from 0.2 to 0.3 mm
- all internal (obtuse) angles will be joined with a radius from 0.2 to 0.3 mm.

H) Specific requirements for supplier using interchange-ability tools

For AH:

Tools subject to interchange-ability (the list of tools is managed by AH Tool department) are covered by the general rules defined in EI 09 03.

Two categories of tools are to be taken into account:

- ◆ Interchange-ability tools for "large assemblies" Bottom Structure (Forward / Rear), Intermediate Structure, Upper Structure (Forward, Centre and Rear), Tail Boom, Fenestron, Horizontal Stabilizer, Pylon, Upper Fin, Cabin Door, important class products (e.g. class 1), critical class products (e.g. Vital Parts).
- ◆ Interchange-ability tools for "small assemblies" (assemblies not listed above).

Interchange-ability tools can be manufactured only by suppliers formally authorized by AH for "Manufacturing interchange-ability tools and jigs" in accordance with the assembly classification (large / small). Manufacturing includes design, manufacture (or prime contractor ship), upgrade/modification, and checking tool conformity, comparing it with its definition. The authorized suppliers are listed in repertory L030 03 001.

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"General condition" inspections concerning all the tools are at the charge and under the responsibility of the supplier. This inspection must be anyway carried out and demonstrated each time before tool utilisation.

The wear checks concern all the interchange-ability tools and are also at the charge and under the responsibility of the supplier.

Checking Period for serial tools:

-four years if tool is only check by wear inspection

-two years if tool is check by distortion inspection. In this case, control must be performed three months before distortion inspection.

Repair tools wear inspect every four years. For tools check by deformation inspection, these inspections must be performed three month sooner.

These checks are to be performed on the basis of the tool drawings provided by AH Tools department, on request. These requests are to be formalized by the supplier three months before each time limit is reached.

These checks are to be materialized by:

- inspection reports (which can be the tool drawings annotated with the values found) filed by the supplier with one copy sent to AH (tools department)

- follow-up label validation for the wear checks, by the supplier.

Should the check reveals a non-conformity concerning the tool, the subcontractor must send a request for approval to AH tools department in order to receive instructions concerning actions to be taken.

H1) For interchange-ability tools subject to distortion checks

These checks must be performed by AH or by personnel qualified by AH for "Checking distortion of interchange-ability tools and jigs" The maximum periodicity for these checks is 2 years.

The supplier must contact AH tools department at least 6 months before these checks validity limits are reached.

H2) Setting into service an interchange-ability tool:

When an interchange-ability tool is at first set into service, it is certified with a pending stamping mark keeping in mind that interchange-ability demonstrations have not yet been finalized.

However, the assemblies manufactured using these tools can be certified by the supplier provide they are delivered to AH in accordance with the Delivery Report procedure described in this document, in order to indicate: "Assembly manufactured with non-validated interchange-ability tool".

Once the interchange-ability demonstrations have been performed and are compliant, the tools are validated by AH and the assemblies resulting from these tools can be normally delivered.

H3) Relocation of interchange-ability tools anchored to the ground

At least 3 months before moving a tool, the supplier must contact AH tools department in order to define the conditions and scheduling for this relocation.

No tool modification made on the basis of a drawing under Airbus Helicopters's responsibility is possible without the prior formal approval from AH tool department.

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7.5.1.1 Production Process Verification

First serial article inspection procedure

The first serial article shall be accompanied by its file in accordance with ER 070-06-11. The form to be used for this file is defined according to the product technology, (listed in applicable document).

Request of FAI is mentioned on AHG-AHE purchase order and in accordance with EN9102.

No serial deliveries are possible before first serial article acceptance by AHG-AHE.

The FAI part shall be identified distinctly and if possible separately conditioned.

In case of spare part fitted inside a kit or in upper assemblies on which the FAI has been pronounced, the supplier will mention on CoC;

“part already delivered inside a kit or in upper assemblies and validated by FAI”

“Upper assembly reference”

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7.5.2 Validation of Processes for Production and Service Provision

Special Processes

Airbus Helicopters special processes are defined into HS 5011 document.

In no case the supplier should use a special process which is not referenced into HS 5011 (e.g., for non-conventional machining for example) except under formal approval from AHG-AHE Supplier quality department. The supplier shall need AHG-AHE approval before any implementation

HS 5011 describes qualification type per processes.

PRI Nadcap accreditation does not replace AHG qualification.

The special process/supplier pair qualification by another aeronautical prime contractor does not replace AHG qualification.

Special process qualification by AHG is mandatory and formalized by Qualification Report issuance regarding the Process / Sub-Contractor pair.

The list of qualified "Process/Contractor" pairs, able for implementing special processes is described in Index L 030-03-001. In the specific Critical Parts case, the authorized pairs Parts / Sub-Contractors list to undertake thermal or Thermo chemical treatments is described in Index L 030-03-003.

Process Monitoring

At any time, the supplier should be able to provide evidences that AH qualification is maintained. Periodically, upon AHG-AHE request, the supplier shall produce an inventory of all its qualifications. The supplier's quality department shall periodically conduct a monitoring audit program for the qualified processes.

Specific requirements:

- For non-destructive testing processes, the process must be qualified in compliance with European Regulation (see requirements for Human Resources monitoring).
- All the NDT procedures (process sheets) must be validated by a level 3 (e.g. Cofrend Cosac agent for France, equivalent in others).
If the company does not possess internal level 3 personnel, validation can be subcontracted to a Cofrend Cosac approved organization. In case of critical part, this must be approved by AHG-AHE.
- In the case of processes where operators qualification requires a third party organization (welding and NDT in particular), the subcontractor must provide with qualification evidences granted by these organizations.
- If these organizations are not qualified in compliance with European Regulation, some equivalence with reference organizations must be demonstrated.

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7.5.3 (Product) Identification and Trace-ability

Supplier Identification AHG code

A supplier identification code is given by AHG when;

- ◆ the supplier gets no individual code
- ◆ for class 1 part at AHD

For AH

The supplier shall provide his AHG Supplier Quality manager with the code identifying its company (and its sub-tiers) on its inspection stamps, and the one used for serial numbers (component individual number).

When a new supplier AHG code is the same that the one used by another supplier likely to perform the same service or to manufacture an identical product, Airbus Helicopters can ask the supplier to change his code. The supplier cannot change his code unless agreed beforehand by AHG.

Marking

For AHG-AHE: as per drawings requirements (for AHG-AHE Governmental Programs refer also to HS5022 & MBBN 240 for Commercialised at AHD)

In addition, AHG-AHE corresponding NATO code must be systematically marked -refer to "Log Cards" § for AHG-AHE NATO codes indications- accompanied with AHG Part Reference & Manufacturing file reference

Examples to be checked:

Airbus Helicopters Deutschland Donauwörth:	C0417
Airbus Helicopters Marignane:	F0210
Airbus Helicopters Spain AHE:	274BB

Marking mode must be in coherency with expected life duration of the part, with maintenance operations and cost of the item

For items in destination to Governmental Programs (TIGER & NH90 in particular) parts shall be marked in accordance with MIL-STD-130, complemented with HS5022 series for Airbus Helicopters Marignane and MBBN 240 for Airbus Helicopters Germany, (both HS5022 & MBBN 240 for AHE & Subsidiaries)

Consequently in addition to Airbus Helicopters NATO code mentioned in the definition drawing, the sub-contractor's NATO code must be indicated

For all other programs in destination, in absence of any other requirement in drawings or contracts, HS5022 for Airbus Helicopters Marignane and subsidiaries & MBBN 240 for Airbus Helicopters Germany will be followed,

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Manufacturing trace-ability

When the parts are serialized, the component individual number shall be preceded by the supplier's identification code registered with Airbus Helicopters Supplier Quality department.

7.5.5 Preservation of Product

Handling, Storage, Packaging, Preservation and Delivery **Raw Material Storage**

Raw material must be properly stored to prevent any mix-ups, deformation or damage (buckling, scratches, marks, corrosion, etc.) throughout the full storage period.

Raw material which belongs to AHG-AHE (as customer supplier item) must be clearly identified

Admittance to the store warehouses must be restricted to nominated persons.

All unused material surplus (if any) must be identified then stored with the original identification document (Transfer Sheet or Delivery Note / CoC).

When there are no AHG-AHE specifications of shelf life, the original manufacturer requirements are applicable.

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Accompanying documentation

Certificate of Conformity (in Fr: Declaration of Conformity) shall mention:

- the issue index of the applicable drawing
- any supplements to the drawing (DML, ACI)
- the processing number for electrical harnesses
- the delivery report reference when applicable
- the reference of any concession (if any)
- the reference of any Request for Approval (if any)
- the reference of the last Quality Notification (QN) if any, for the three consecutive deliveries following the notification of the QN
- Suppliers NATO Code (if any)

Log Cards

See general requirement.

If the Subcontractor delivers product with a Log Card, Table 1 must indicate the following NATO code

Manufacturer's NATO code: for AH: F 0210
for AHD: C0417
for AHE: 274BB

And the manufacturer's name: Airbus Helicopters.

Delivery Report (French "PVL")

In case of a product delivery is subject to a Delivery Report, each product must be identified with the following text in the language where the product is delivered;

"Warning product submitted to Delivery Report n° XXXXX"

Mention of this must be indicated on the Certificate of Conformity and on the delivery note

The Delivery Report, as per Form F070 005, must be forwarded with the parts in the following cases:

- Non-finalized concessions.
- Non-finalized requests for approval.
- Missing Parts.
- Operations remaining to be performed (Product delivered unfinished at Airbus Helicopters request).
- Any deviation on raw material or components delivered by AHG-AHE.

The supplier is only authorized to deliver the concerned products once the Delivery Report is validated by AHG-AHE (production & quality).

For electrical assemblies, the form to be used is F070 081 "Electrical Delivery Report".

An ATR is only to be provided under specific requirement and is not to be systematically enclosed. Systematic request for Governmental Programs does not apply for here concerned subcontracted items

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8 Measurement Analysis & Improvement

8.2.4 Monitoring and Measurement of Product

Inspection and testing

In the case where the Inspection Plan (manufacturing files with inspection phases) is not supplied by Airbus Helicopters,

The "Engineering" authorized supplier shall draw up an "Inspection Plan"

For AH: According technologies (electrical, composite, machining.....) additional requirements are applicable;

- EI 070 10 003 "Situation of inspection work in the manufacturing and overhaul process for metal parts"
- EI 070 10 004 "Inspection plan for manufactured composite parts"
- EI 070 10 007 "Inspection plan for manufactured electrical component"
- EI 070 10 021 "Installation inspection plan for dynamic components"

In case when manufacturing data sheet is provided by Airbus Helicopters

The supplier shall strictly apply AH inspection plan as a minimum,

In the case of Critical or Important Parts, Major assemblies,

the supplier shall formalize the inspections to be carried out with the means used (in particular, the measurement facilities) in the form of a specific inspection sheet specifically related to the part number, in order to assure conformity and inspection frequency.

The Majors assemblies are listed in the L020-021 for AH

Inspection and test status

When the supplier certifies the parts conformity upon a final inspection, the final inspection phase must be attested as well as the parts in accordance with the definition and HS 5022 for AH / MBBN240 for AHD. For AHE & Subsidiaries, refer to HS5022 or MBBN 240 as mentioned on drawings.

If the supplier uses a second-rank supplier;

- the inspection stamping must be applied in the final inspection phase and on the part by the supplier's quality manager in charge of the final inspection.
- the certificate of Conformity for the product delivered to AHG-AHE must be certified by the first level supplier.

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8.3 Control of Non-Conforming Products

Non-conformity detected by the supplier

ECG-ECE is responsible for decision on any non-conformity.

Case 1 – Recoverable material

When the Sub-contractor considers that the material is recoverable, the supplier shall:

- ◆ Describe & qualify the non-conformity on an "Approval Request" form and send it to AHG-AHE (See Form 070 018).
- ◆ Apply the solutions stated by AHG-AHE on the Approval Requests, i.e. to accept as is, to rework, to keep under concession or to scrap.

In the case a rework is asked by AHG-AHE on the Request for Approval, copy of this "request for approval" must be send with the parts to AHG-AHE with the attestation of correct realization of the rework/repair ("rework done + date + name + signature + stamp-mark").

In the case of a request for concession; this request has to be performed on Form F070-001, to be filled out as per the rules in ER 070-13-06, or Form F101 001 for NH90 products, to be filled out according to the rules in QDS 000 N 0805 E01

- send the completed Concession to AHG-AHE
- take into account of the response from AHG-AHE
- mark the number of the concession (assigned by AHG-AHE) onto the product if "recordable"
- record (if "recordable") the concession on the accompanying documentation (Statement of Conformity, Delivery Report (PVL), EASA Form 1, Log Card, documentation specific to the assembly on which the part is installed...etc.)

Reminder:

No product can be delivered unless the concession and/or request for approval is (are) finalized (excepted if delivery report, see §7.5.5)

Append with the delivery a copy of the approval request and/or concession filled out by AHG-AHE if necessary.

All these documents references shall be mentioned on the Certificate of Conformity.

Case 2 – Material to be scrapped

When material is to be scrapped, the supplier must;

- turn it unfit for use (mutilation)
- certify scrapping on the Request for Approval to be returned duly certified to AHG-AHE "operational procurement", only if material is given by Airbus Helicopters.

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Non-conformity detected by AHG-AHE

In the case of non-conforming deliveries, AHG-AHE Supplier Quality department may inform the supplier through Quality Notification(s) (or via equivalent doc.) on the non-conformities in order to introduce the containment, corrective and preventives actions.

The supplier's response shall be given on corresponding AHG-AHE quality notification form.

When the products have been sent back to the supplier's for Rework (Bringing into Conformity) on return the additional following documents must accompany the part:

- Declaration of Conformity regarding the intervention on part requested by the Purchase Order:
As alternative of the above Declaration or CoC, the duplicated Authorized Release Certificate (EASA Form 1) under §21A 163 (d) with mention ***“rectification work of an item which has been found to be unserviceable prior to entry into service”*** and description of operation in block 12 for EASA Form1 (or equivalent release form as given in Appendix A § 7.5.2.).
- Airbus Helicopters Quality Note (QN) duly filled out
- If the part gets a Log Card, the original Log Card, updated by recording on the back of Table 5 the carryover of the operating units and the work designation solely by: "Brought into conformity" followed by an inspection mark.

8.5 Improvement

In case of recurrent C or D assessment (for a 6 month period) by AHG-AHE, the supplier shall establish and communicate an appropriated action plan to Airbus Helicopters.

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Appendix C: Engines Manufacturers

APPENDIX C:

Additional quality requirements for manufacturers of engines

(Applicable in addition to the general core part)

Note: There are only those numberings and headings mentioned where Airbus Helicopters has additional requirements to those of EN9100

The helicopter Manufacturer representatives shall have access to the premises and to the quality records of the engine Manufacturer and of the Suppliers of it, related to the supply subject of the contract/order, in accordance with confidentiality rules, after preliminary acceptance by the engine Manufacturer of the subject and nature of the inquiries and under the condition that these enquiries are strictly related to activities linked with a contract/order signed with the helicopter Manufacturer.

The engine Manufacturer may be subject to supervision by the civil and/or military Official Authorities according to the stipulations on the order, or on the contract. The engine Manufacturer must provide the helicopter Manufacturer with his Quality Manual, and each updating. If a quality assurance plan is required with the supply, it will be conform to the ISO 10 005.

7.3 Design and development

The engine Manufacturer must inform the helicopter Manufacturer of any evolution of the engine that could affect the "interface" (mechanical, electrical, or performance in use) or having a significant weight repercussion.

All modifications with an impact on the 3F concept ("form, fit, function") must be identified in the "engine installation and operating manual". A draft manual must be validated by Airbus Helicopters before official distribution.

7.5.4 Customer property

Should the helicopter Manufacturer request the engine Manufacturer to scrap a product, the latter must send the helicopter Manufacturer a Reject Report and a Certificate of Destruction signed by an approved agency for the product involved.

Components supplied by the helicopter Manufacturer must be accompanied by the relevant documents (Log Card, EASA Form 1, Certificate of Conformity) in accordance with the requirements duly quoted in the order placed to the engine Manufacturer. The engine manufacturer would not be liable for any defect on the component delivered by the helicopter manufacturer.

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Appendix C: Engines Manufacturers

7.5.5 Preservation of product

Accompanying documents

All supplies must be delivered with the contractual documentation paragraph 7.5.5: In more the Supplier provides an engine log book:

- the Engine Book including as a minimum :
 - the modules log cards,
 - the modifications status,
 - the equipment log cards,
 - the compliance to bench performances,
 - the resulting availability,
 - the storage and follow up measures,
 - the measured weight,
 - the list of major concessions,
 - the airworthiness directives status,
 - the initial statuses of the daily follow up of the engine.

Each engine book is stamped by the Quality responsible of the engine Manufacturer and by the Official Services or their delegates.

- a storage follow up sheet (the humidity indicator device shall be external of the container, if any)

Case of repairs of products in use at customers (R/O DERH layout)

Products subject to an overhaul/repair order must be more accompanied with the following documents:

- any investigation reports
- shop report stating maintenance data used, (ER050 06-002)
- Delivery note,
 - For AHD orders only and after specific agreement only:
Authorized Release Certificate (EASA Form 1 or equivalent) filled in under Part 21 or under Part 145 / FAR 145
 - For AH orders only:
Declaration of Conformity for Military customer* and EASA Form 1 (or FAA Form 1, or TCCA Form 1...) for civil Customers regarding the intervention on equipment requested by the Purchase Order.

Note: The accompanying documentation shall be delivered at the same time than the engine (except if particular request of the helicopter Manufacturer)

*when inside DGA FRA21 perimeter: FRA Form1.

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Appendix C: Engines Manufacturers

8.2.4 Monitoring and measurement of product

Whenever a single inspection of the product does not provide an adequate guarantee, the engine Manufacturer must set up supervision of the manufacturing methods and resources used.

For critical parts, the engine Manufacturer shall identify the critical phases in his process by using Risk Analysis methods.

8.3 Control of non-conforming product

Servicing

The technical actions undertaken by the engine manufacturer representatives at the helicopter Manufacturer are regulated by the Logistics Agreement. The engine Manufacturer must inform the helicopter Manufacturer of all Service Bulletin relative to the engines of the helicopter manufacturer's fleet and which has an influence on the airworthiness conditions of the helicopter.

Control of non-conforming products

Non-conforming products must be identified and segregated to prohibit their use or shipping pending a decision, i.e. acceptance "use as is" or with a concession, repair, touch-up or scrapping.

Major concessions are submitted to the approval of the helicopter Manufacturer.

8.5 Improvement

The engine Manufacturer must notify Airbus Helicopters of any major event he detects, of the corrective actions he implements at the occasion of the Major Incidents meetings held between the engine Manufacturer and Airbus Helicopters. All anomalies detected by the helicopter manufacturer must be reported at the engine manufacturer major incident meeting.

Furthermore, if required in the event of major failure, the helicopter Manufacturer could be prompted to perform him or have performed by any helicopter Manufacturer -approved company- an inspection before or after delivery, chargeable to the Engine Manufacture, after his preliminary technical agreement. This inspection shall be maintained until corrective actions have been implemented.

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Appendix D: Maintenance Org.

APPENDIX D:

Additional specific requirements for maintenance organizations

(Applicable in addition to the general core part)

Note: There are only those numberings and headings mentioned where Airbus Helicopters has additional requirements to those of EN9110

The ER 050-06-002 shall be applied (not applicable to AHE).

The maintenance organisation must implement only approved repair solutions as defined in the Maintenance, repair and overhaul manuals. Alternate design solutions must be approved by the equipment manufacturer and the aircraft manufacturer.

In the case the maintenance organisation should get no approved EASA Part 145 or FAR 145, TCCA-145 or CCAR-145 organisation, it will build and submit to Airbus Helicopters a Quality Assurance Plan taking into account all requirements from EASA Part145 & AS/EN9110. This Quality Assurance Plan must be agreed between parties, it will cover all needed additional requirements not beard by current organisation. Among all specificities, focus will be made on Human Factors & Safety Management System.

8.3 Control of non-conforming product

Servicing

The Supplier shall be able to assure the maintenance / repair of the delivered product; as such he must arrange the adequate documentation of maintenance and, in case of repair (according Part21 definition and relevant Airbus Helicopters instruction for "maintenance data validation", transmit it to Airbus Helicopters Design Responsible for approval).

The Supplier, according order request, must perform the maintenance / repair operations according regulations requested by the order (for products with civil usage, approvals EASA Part 145 or FAR 145, or TCCA-145 or CCAR-145, awarded by the competent civil authorities.

Maintenance of used products

Components subject to overhaul/repair orders must be additionally accompanied by the following documents:

- Authorized Release Certificate according requested regulation: EASA Form 1 for EASA Part 145 approved repair organizations. FAA form 8130-3 or EASA Form 1 Dual Release for FAR 145 approved repair organizations accepted EASA Part 145, Form AAC-038 for CCAR-145...

In this case, the Authorized Release Certificate replaces the Certificate of Conformity

- Certificate of Conformity in alternative of above, or if required
- Shop report concerning the status of conducted changes, performed works or services, applied service bulletins and airworthiness instructions, and indication of the used maintenance data including all information requested by document F050-06-002.
- Acceptance Test Report
- List of parts with TBO service life or service life restriction (if required)
- Concession if any
- Any inspection report(s)
- Log card (if required or accompanying the item), Release to Service
- Maintenance Validation Dossier in case of first repair or overhaul and if requested by the order.

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Appendix E: Distributors, F: Brokers

APPENDIX E:

Additional quality requirements for Distributors

(Applicable in addition to the general core part)

Scope

This appendix specifies the quality requirements to be applied by the distributor, either as acting as First or lower rank, on its organization and on aeronautic products it provides

Generalities

No additional requirements to AS/EN9120 in general except for:

7.4 Purchasing

The Distributor is only authorized to deliver products from "Airbus Helicopters authorized" manufacturers, as specified in the order or the contract. If the Distributor intends to deliver a product whose manufacturer is not authorized by Airbus Helicopters, it must previously request authorization from Airbus Helicopters.

7.5.5 Preservation of product

Besides his own Statement of Conformity, the Retailer and/or Distributor (or Manufacturer acting as Retailer and/or Distributor) will deliver products with the original Manufacturer's documents of conformity referring to the specification, mentioning Batch or Serial N°, and, so applicable, the Tests and/or Analysis and/or Inspection Reports (systematic for Raw materials), Safety Security data and the eventual requests for concessions.

In the case of a batch broken down, the copy of these documents is accepted (as long as original is filed by the supplier). If asked with Purchasing Order, the original of the Authorized Release Certificate will be joined.

Distributors will formalize their process for suspected unapproved parts procurement and distribution provision. This description will be linked to non-conform products monitoring procedure

APPENDIX F:

Additional quality requirements for Brokers (special kind of distributor)

(Applicable in addition to the general core part)

Note: There are only those numberings and headings mentioned where Airbus Helicopters has additional requirements to those of EN9100

Scope

This appendix specifies the quality requirements to be applied by the broker, on his organization and on aeronautic products and services this broker provides, in addition to above appendix E

Generalities

Additional to the requirements of AS/EN9120 the **ER 070-06-20** shall be applied and fulfilled in general.

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Appendix G: Tools & Ground Equipment

APPENDIX G:

Additional quality requirements for manufacturers of maintenance tool & On Ground Equipment deliverable to End – Customers

(Applicable in addition to the general core part)

Scope

This appendix specifies the quality requirements to be applied by the manufacturer for Tools & Test Means, on its organization and on products and services the manufacturer provides.

This appendix is also in complement of the applicable elements of Appendix B when tool design is directly conducted by Airbus Helicopters and that the supplier acts as Sub-contractor

Ability of items to be repaired and eventual supplier's capacity for are also requested

- The qualification of the product shall also include CE Directives requirements (i.e. 2006/95CE, 2004/108/CE, 2006/42/CE, 1997/23/CE, 1999/92/CE...).

The supplier will ad minima be ISO9001 Certified, if not by exception and after formal Airbus Helicopters agreement, a specific added surveillance will be reciprocally agreed (as my be charged to the supplier)

The Supplier must provide with (plus any eventual contracted additives-.g. 2006/95CE, 2004/108/CE):

- the Statement of Conformity,
- the results of tool validation,
- the user manual if requested by the order,
- the calibration certificate when applicable
- when applicable docs requested by CE Directives
- load test certificate when concerned

Repair service for On-Ground Equipment:

The supplier will:

Establish a quotation at receipt of the AH repair order (referring to ER050 06-002).

Send the quotation to AH "backoffice" to the contact point (see ER050 06-002) for validation.

devis.reparation@eurocopter.com

Establish a shop report at least in English language.

The supplier send the delivery at Tremblay facility

Join to the delivery, all documents required as for repair of equipment..

Requirements for repair activities mentioned in ER050 06-002 are applied:

Applicable (with limitation according topics): Chapters 1.2; 1.3; 1.4; 1.5; 1.6; 2.2; 2.5; 2.7; 2.9.

Not applicable: Chapters 2.1; 2.3; 2.4; 2.8..

Purchasing:

All special processes must by sub-contracted to a supplier authorized by AHG (referring in L030 03-001 / Airbus qualification are recognized by AHG) or qualified PRI/NADCAP.

Subcontractors shall be selected in L030 03-004 for electrical products when applicable.

→ See sub-contracting rules (level authorized...) in appendix B for a sub-contractor and appendix A for a manufacturer

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APPENDIX H:

Additional quality requirements for Services Providers

(Applicable in addition to the general core part)

SCOPE

This appendix applies to Suppliers who handle services relating to aero product and/or End Users satisfaction: Supply Chain Services, Logistic, Engineering, Intellectual Services, Tech Pub, Training, Tech Assistance, IT/IS ...directly procured of through Airbus Group General Procurement interface

INTERVENTION ON Airbus Helicopters FACILITIES

When a Supplier has to work inside Airbus Helicopters facilities, he shall apply and formally commit with several rules relating to Security, Health & Safety, Confidentiality, Environment, Airworthiness and Quality. The Supplier has the obligation to plan interventions in a close cooperation with Airbus Helicopters customer department who also helps for coordination.

In case of intervention during a holiday period or on Sunday, the Supplier shall obtain an additional and specific authorization.

Each intervention or continuous on-site assistance, on aero products shall be managed with the prior agreement of Airbus Helicopters quality department in charge of the product or service conformity. Access to some Industrial facilities, Assembly Lines or Flight Test area requires a specific qualification approved by the customer department and the quality department of the area where the intervention takes place.

In this kind of activity, the Supplier, whatever his classification is (EP 06-12) insures a Service Provider mission and shall apply consequently this Appendix.

Following to intervention or continuous on-site assistance, the Suppliers shall provide a quality report for activity where he states the conformance of services. In case of interaction with the product he will record the results of activities and produce the relevant release product documentation.

Subcontracting this kind of activity by the Supplier is submitted to a prior approval of Airbus Helicopters.

GENERAL PRINCIPLES

At company organization level, the Service Provider Quality Management System (QMS) shall comply with the requirements of EN9100 and with all the regulations obligations part of the segment he operates (Airworthiness, Safety, Labour, Environment...). To demonstrate this compliance, the Supplier shall have a QMS certified by a Certification Registration Body delivering a Certificate including the service activity and listing the associated facilities.

In addition and for contract execution, the Service Provider must apply the compulsory Airbus Helicopters instructions and definition of need set into the Work Specification (also named Statement Of Work) or the Frame Contract. The operational quality and project management requirements can be developed into these documents and/or refer to dedicated documentation such EI (Airbus Helicopters INSTRUCTION), ER (Airbus Helicopters REQUIREMENTS) or other standardized documents.

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4 Quality management system

Each contract placed for services shall be fitted with a Quality Management Plan submitted to Airbus Helicopters acceptance before contract execution.

If the Supplier's QMS does not meet:

- the minimum requirements in term of certification and agreements,
- the Airbus Helicopters operational quality and project management requirements,
- The Quality Management Plan shall develop and highlight through a compliance matrix, the recovering actions and practices capable to restore a satisfactory level of service (i.e. training by Airbus Helicopters, use of Airbus Helicopters technical means...).
- The following chapters shall be part of the Quality Management Plan (non exhaustive):
 - Processes mapping and KPI location
 - Project Management including Specific organization for starting the contract
 - Organization for the contract execution and roles and responsibilities of each actor
 - Quality Risks Management
 - Quality records
 - Configuration Management
 - Quality Assurance for Design, Production and Services including quality gates (reviews, First Article /Service Inspection...)
 - People Qualification
 - Subcontractors quality management
 - Identification & traceability
 - Manufacturing means and practices qualifications
 - Identification of incomplete deliveries (concession)
 - Customer provided products and data
 - Nonconformities management (on products, services and processes) and links with Risk Management Plan

The Quality Management Plan shall be up dated in case of a major change at Supplier organization.

4.2.4 Control of records

Each contract placed for service shall be prior fitted with a Non-Disclosure Agreement and completed by conservation and archiving rules for Quality-related documents (see general part chapter 4.2.4). The Supplier is not allowed to sign Airbus Helicopters Quality-related documents or to use Airbus Helicopters quality identification stamps.

6.2 Human resources

Training and qualification of people is under Supplier responsibility using, methods registered in its SQM and at least fulfilling Airbus Helicopters practices. Airbus Helicopters could be part of the qualification process, when linked to Airbus Helicopters agreements; so the Supplier shall appropriate and apply the Airbus Helicopters rules for employees' qualification. In this case, the Supplier may be subject to direct audits from Airbus Helicopters and Official Services in the scope of Airbus Helicopters agreements.

The Supplier shall manage a relevant assignment of persons for contract execution, considering their skills from Expert, Senior, Junior to New Comer (Airbus Group ABCDEF classification). For the Project Management it is recommended to assign the leadership to an Expert or Senior level.

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7. Product realization

When the service includes a design activity, the Supplier can produce detailed service specification, test procedure, process flow chart, tool specification which shall be under quality assurance process and subject to Airbus Helicopters acceptance. All the design outputs produced by Supplier in addition to Airbus Helicopters ones shall be at least available in case of reversibility up to deliverable when contractual.

So when the service starts by a design or an implementation process for the service, the Supplier shall lead then a validation sub process to demonstrate the serial service is resulting from stabilized production process and organization. The validation sub process, shall initiate the formal receipt on the first service delivered and on the basis of EN9102 requirements completed by the ER070 06-11. Airbus Helicopters shall be informed of the receipt scheduling in order to participate.

Planning of product / service realization

The Supplier shall manage the project by his own, involving Airbus Helicopters on relevant steps. Those steps and payment ones shall be as more as possible identical.

The Supplier must make available to Airbus Helicopters his internal project management relating to the service within the scope of the contract, and to the associated records and tools (contract risk management, planning change, people qualification and skill, localisation change, major subcontractor change...).

In addition to the starting and termination reviews, the Supplier shall lead progress reviews with a relevant periodicity for service fulfilment all along the contract.

The management of the Improvement Plan shall be part of the agenda of these reviews.

SERVICE CONFORMANCE PROCESS

The service conformance process at Supplier shall involve on relevant steps, the Supplier Quality function that shall have the authority to stop or authorize service delivery and to manage conformance process for the complete life cycle (proposal, contract review, design, production, support and termination).

The Supplier shall maintain a system capable to trace and record the result and conformance of a provided service. As a minimum he can materialize the service by presenting an acknowledgement, any document/record capable to demonstrate the service is delivered up to an activity report for a period of delivered services.

This documentation, connected to payment process, shall include a clear statement of service conformance (1) and they shall be managed by Quality function at Supplier.

The Airbus Helicopters form for this documentation prevails to Supplier one.

(1) i.e. it is hereby certified that apart from the approved deviation noted in the present document, the service/product listed above and the workmanship conform in all respects to the contract requirements and applicable standards and regulations.

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REVERSIBILITY PLAN

The Supplier shall maintain a Reversibility Plan which describes the arrangements able to insure the reversibility of data, rules and practices but also the specific arrangements which insure that Airbus Helicopters could be, if necessary, able to provide a continuation of Services:

- In case of Supplier failure due to bankrupt, activities cessation...
- In case of services re assignment to Airbus Helicopters or another Supplier, whatever the reason is,

In the scope of reversibility, the Supplier shall insure that all the data, rules and practices are usable and recordable by Airbus Helicopters. The Supplier shall guarantee definition and traceability of activities belonging to the service.

Customer-related processes

Support for Airbus Helicopters

The Supplier shall maintain a capability to support Airbus Helicopters beyond the contract. To contribute to different needs which can occur beyond the contract perimeter, Airbus Helicopters ask for partnership and flexibility at Supplier for problem solving. The Supplier can provide a support service using his resources, knowledge, expertise, tooling, data...

The Supplier can be requested to participate on reviews for improvement of existing processes, documentation and tools.

8.3 Control of non-conforming product / service

When detected by the Supplier, the Supplier shall correct and then prevent it. If the correction jeopardizes the on-time delivery or service level, it shall inform the Airbus Helicopters customer department to decide if the correction is relevant before delivery. If not and on Airbus Helicopters decision, the Supplier shall note the allowed deviation on the documentation used to materialize the service delivery.

When detected by the Airbus Helicopters, the Supplier will receive a request for correction and for prevention, using the Service Quality Notification form (SQN), or equivalent for specific areas. The Supplier shall answer in a requested time and detail the action plan indicating the due dates. Depending to number or gravity, this detection can initiate the claim process.

Both origins shall be recorded and managed at Supplier quality management system.

In addition to the case by case answer on the SQN, Airbus Helicopters can request to the Supplier a global quality report with the root causes analyses and the actions plan status.

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8.5 Improvement

The Supplier will contribute to service competitiveness by leading a continual improvement process for Airbus Helicopters (PDCA process of the ISO9001-V2000).

The aim is to:

- Implement a shared and relevant measure of the service performance,
- Afterwards check periodically Airbus Helicopters satisfaction,
- For piloting an Improvement Plan capable to save costs and to improve, efficiency of processes, quality of the service and customer satisfaction.

This process is initiated on Airbus Helicopters request or by when detecting ways for improvement.

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Appendix I: Suppliers for AIRBUS Programs

APPENDIX I:

Additional quality requirements for Suppliers in Airbus Programs

(Applicable in addition to the general core part)

Note: There are only those numberings and headings mentioned where Airbus Helicopters has additional requirements to those of EN9100

Suppliers for Airbus parts, appliances and equipment shall keep the AP2190 (GRAMS) requirements (only in the case this document is asked in the contract).

EC(D) acts as the purchaser in the following items; the seller is the appropriate Supplier/subcontractor.

4.2.4 Control of records

For the retention of documents (incl. periods, definitions and the way of archiving) the AP 2003 is applicable.

5.6 Management review

Supplier Quality Review

The Supplier shall participate in regular 'Quality Review Meetings' organised by the Purchaser.

7.2 Customer-related processes

Applying and fulfilling the Airbus processes

The AI processes are applicable. In the case the process can not be met, a permit for alternative shall be approved in written form by Airbus (organised by AHD).

7.2.3 Customer communication

The Supplier is required to inform the Purchaser prior to any changes of the Manufacturing & Inspection Plan (not only presented during FAI).

GRFS: General Requirements for Suppliers
Quality Assurance General Requirements
Appendix I: Suppliers for AIRBUS Programs

7.4 Purchasing

Acceptance of Cascade for Subcontracting

The sub-contractor cascade in terms of contractual quality responsibility shall not have more than 3 levels.

The Supplier cannot delegate the qualification and quality survey to the sub-contractors that means the Supplier shall have to directly qualify and survey all the sub-contractors of the cascade. All transfer of work shall be approved in written form by the purchaser.

The Supplier is responsible to give the Purchaser the proof that the Airbus requirements are met all along the cascade.

When the Supplier subcontracts safety critical or important parts/equipment or “major assemblies”; it must establish an IPO PO arrangement to forward the confirmations of approved design data to the sub tier Supplier.

7.5 Production and service provision

7.5.1.1 First Article Inspection

According to BSF-013 (Airbus document) if the AP2190 is not applicable.

7.5.1.4 Control of work transferred, on a temporary basis, outside the organization's facilities

Information of planned transfer of work

The planning of an outsourcing project shall be agreed between the Supplier and the Purchaser.

7.5.2 Validation of processes for production and service provision

Special process validation

The AI (Airbus Industries) special processes are applicable; all processes the Supplier applies shall be approved by AHD/Airbus.

7.5.3 Identification and traceability

For equipment the traceability for the complete lifetime is guaranteed by using the label according to AP5171 (Using Equipment Label for Equipment Data Tracing).

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Appendix I: Suppliers for AIRBUS Programs

8.2 Monitoring and measurement

Audit planning & Audits

The Supplier shall provide an annual planning for internal and external (Sub-tiers) audits. The purchaser, Airbus Helicopters, can conduct related product audits in the production sites of the Supplier. The Supplier shall provide access to the purchaser, Airbus members or authorities for monitoring the product quality.

8.2.4 Monitoring and measurement of product

Product Inspections and Final Tests

The Supplier is responsible for the quality of its supplies and ensures the conformity of the finished product with the specified requirements, in particular by means of pre-delivery inspections and final tests.

8.3 Control of non-conforming product

According to EI026 08-003. In the case a deviation occurs a concession the AP2006 (Accepting Non-conforming Items by Concession) has to be considered.

GRFS: General Requirements for Suppliers
Quality Assurance General Requirements
Appendix J: Suppliers in Governmental Programs

APPENDIX J:

Additional quality requirements for Suppliers in Governmental Programs

For Equipment parts Manufacturers this Appendix J application is required in **addition to core of the document & to Appendix A,**

For Subcontractors this appendix J is in **addition to core of the document & to Appendix B** requirements.

Specific Abbreviations

AQAP	Allied Quality Assurance Publication
ATE	Automated Test Equipment
CCB	Configuration Control Board
DVL	Data Validity List
ECT	Eurocopter Tiger
ETS	Equipment Test Specification
GQA	Governmental Quality Assurance
GQAR	GQA Representative
GSE	Ground Support Equipment
HAC	Helicoptere Anti-Char
HAP	Helicoptere Appui Protection
OCCAR	Organisation Conjointe de Coopération en Matière d'Armement (<i>Joint Organisation for Co-operation in matter of weapons</i>)
OTD	OCCAR Tiger Division
PIR	Production Investment Review
SOR	Schedule of Requirement
SPC	Statistical Process Control
SRU	Shop Replaceable Unit
STANAG	Standard of North Atlantic Treaty Organisation
STTE	Special-to-Type Test Equipment
UHT	Unterstützungshubschrauber TIGER

4.1 General requirements

Suppliers delivering in governmental program (TIGER & NH90 in particular) :

They must comply in addition to the requirements of AQAP-2110, AQAP-2120, AQAP-2130 depending on activity.

For those suppliers delivering items specifically dedicated to Military or Governmental Programs the AQAP-2120 requests, among others, that the suppliers send to Airbus Helicopters last updated copy of their Quality Manual, a Manufacturing route, Inspection and Test Plan, describing the overall process (block diagram,...), plus for approbation a Programme Management Plan and a Quality Assurance Plan (accepted by Airbus Helicopters and kept available to NQAR), the latter describing

How the present requirements will be met

The organisation/responsibilities, including Quality and given focal contacts.

The Manufacturing and Inspection Files contents and their control rules

NATO supplements of AQAP 2110 shall be included in Suppliers audit plans. Audit results shall be available upon request to the local NQAR.

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All work meant to be carried out by the Supplier and all other lower level subcontractors in furtherance of the Contract can be subject to Government Quality Assurance (GQA) by the appropriate National Quality Assurance Representatives.

The Supplier shall make the necessary arrangement with the NQAR to allow its GQA activities.

In any case, Government Quality Assurance activities cannot be a reason to justify a delay on contractual commitment.

When the NQAR needs to attest its GQA activities, a separate form from the Supplier CoC shall be used (refer to AQAP 2070). This form will be attached to the CoC if any

Any exception or arbitration needs a specific preliminary agreement by Airbus Helicopters.

4.2 Documentation Requirements

Configuration Management Plan, Risks Management Plan

The Supplier shall provide for approval with a Configuration Management Plan & a Risks Management Plan as defined in the "Statement of Work (SOW)" of the Contract, they will be consistent with AQAP 2110 requirements.

Quality Assurance Plan

The Supplier shall describe in the Quality Assurance Plan (AQAP2105) the contents of Manufacturing route, the Inspection Files, the Test Plan and the control rules. This Plan will be submitted to Airbus Helicopters for approval.

The Quality Assurance-plan shall also describe the Quality monitoring and the provisions for continuing improvement

The Suppliers Quality Assurance Plan must be provided upon request by the supplier to its NQAR.

**GRFS: General Requirements for Suppliers
Quality Assurance General Requirements**

Appendix J: Suppliers in Governmental Programs: TIGER

For parts, products & services in destination of TIGER Program,

In addition to Appendixes A & B, The following documents & requirements are applicable.

The present document already repeats all specific requests of this program, but hereunder documents remain contracted and first level applicable.

Specific documents applicable to TIGER Programs (EI101...)

T000A0812...	« PI Review Procedure for subsystems and equipment »	BMSD EI101
T000M0982...	Quality Plan	BMSD EI101
T000M0984...	Concessions procedure	BMSD EI101
T000M0985...	« Discrepancy reporting procedure »	BMSD EI101
T000M0986...	Log card procedure	BMSD EI101
T000M0702...	“Configuration Management Procedure to be used with the suppliers” (<i>under cancellation</i>)	BMSD EI101
T000M0988 E05	Critical Parts	BMSD EI101
T000M0981 E06	Quality Assurance Requirements for suppliers	BMSD EI101

Suppliers Quality Assurance Plan

The Suppliers Quality Assurance Plan shall take into account the applicable serial configuration management procedure (T000M0702)

Marking: tooling

Specific tooling is identified by appropriate marking (identification plate) so the helicopter type (Tiger) and part to which they are dedicated may be identified (by repeating the part series reference number in the tooling identification). In addition, marking is including an indication to show ownership of the customer.

Production and Service provision

Log Card procedure (EI101) T000M0986 will be applied

Control of Non-conforming Products

Handling of Non Conformities is described in the documents:
(EI101) T000M0985 « Discrepancy reporting procedure »

Monitoring of components through “FOLLOW UP SHEET” / Log Cards on Tiger

Refer to appendix L**

Note: (F070 029)

GRFS: General Requirements for Suppliers
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Appendix J: Suppliers in Governmental Programs: NH90

For parts, products & Services in destination of NH90 Programs,

The present document already repeats for commodity all specific requests of this program, but hereunder documents remain contracted and first level applicable.

Specific documents applicable to NH90 Programs		
QD S000N0803E01	QUALITY ASSURANCE REQUIREMENTS FOR SUPPLIERS	BMSD EI101
QD S000N0822E01	“Critical” parts management	BMSD EI101
QD S000N0805E01	Concessions procedure	BMSD EI101
QD S000N0812E01	Log card procedure	BMSD EI101
QD S000N0826E01	Instruction for filling a Log Card	BMSD EI101
QD S000N0806E01	Anomaly reporting & handling procedure	BMSD EI101
QD S000N0816E01	Supplier Production Investment Review	BMSD EI101
QD S000N0815E01	Supplier First Article Inspection procedure	BMSD EI101
QD S000N0817E01	Specific tools/test means validation procedure	BMSD EI101
QD S000N0818E01	Special processes validation procedure	BMSD EI101
QD S000N0819E01	Guide for writing equipment test specification	BMSD EI101
QD N000N0804E01	Classification and procedure for structural and mechanical parts	BMSD EI101
F020 186	NH90 Equipment Change Proposal from Suppliers Form (under cancelation)	BMSD EI101

3. Specific Definitions

Direct delivery

It is delivery from a Supplier to a Partner Company which is not the Buyer.

Inspection File

The Inspection File is the set of technical documentation which defines the procedures and the processes to be applied and the means to use to check:

- that the products are in compliance with the Definition File,
- that they are carried out in accordance with the instructions given by the Manufacturing File.

Note: The Manufacturing File and the Inspection File can be integrated into a single document.

Item

It means the Equipment and its Spares, any type of hardware, software, report, data, assistance, service and any other outcomes to be rendered by the Supplier to the Buyer within the Contract and/or Agreement.

Manufacturing File

The Manufacturing File is the set of documents which defines the procedures, the processes and the means necessary for the established production of an Item in compliance with the Definition File.

7.3 Design

Declaration of Design and Performance

The Declaration of Design and Performance (DDP) and its subsequent updates, shall be approved by Airbus Helicopters corresponding Design authority. A DDP shall be provided at the first delivery and after any design modification of the item

The Declaration of Design and Performance’s content/form is to be requested to Design Department

GRFS: General Requirements for Suppliers
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Appendix J: Suppliers in Governmental Programs: NH90

7.4 Purchasing

The Supplier shall inform in advance Airbus Helicopters of any new sub-contract(s), change of subcontractor(s),

7.5 Production and Service provision

7.5.1 First Article Inspection & PIR

A PIR shall be carried out according to the document: (E1101) QD S000N0816E01.

The FAI shall be performed according to the document: (E1101) QD S000N0815E01.

The Supplier shall set up a surveillance of manufacturing process and related means through an Inspection and Test Plan that shall include periodic (calendar or number of Items) complete verification to verify to keep under control the constancy of the quality level during the whole production phase.

7.5.2 Special Processes

The Validation shall be carried out in accordance with the document "Special processes validation procedure": (E1101) QD S000N0818E01

Software

Production activities related to software will be the following, according to AQAP-160:

- _ Safe storage of masters,
- _ Replication procedures from masters, including check of the copy conformity,
- _ Loading procedure and verification,
- _ If applicable, delivery procedure,
- _ Implementation of configuration management rules (maintenance).

Evidence and traceability

The Supplier shall be able to make available, on Buyer's request, for each delivered Item:

- _ Evidence of incoming inspection of all supplied Items,
- _ Identification of material,
- _ Traceability of storage conditions (when applicable),
- _ Evidence of reviews, inter-stage inspections, final inspections and tests and the identification of the inspectors involved,
- _ Evidence of release documentation for delivered Items,
- _ Identification of each technical problem, non-conformity and evolution of the configuration/definition of the Items,
- _ Evidence of traceability (Item against Definition Files, means...).

All these records shall be retained ten years from the delivery (except for "Critical Parts" see specific document) and shall not in any case be destroyed without prior permission of the Buyer.

Log Card

Where requested, Log Card shall be established in accordance with "Log card procedure": (E11010) QD S000N0812E01 annex 2, F004 (as mentioned in hereafter appendix L).

And (E1101) QD S000N0826E01 Instruction for filling a Log Card (refer to appendix L)

Delivery documentation

In addition to general documentation, the Acceptance Test Report will be provided.

Packaging identification

Except otherwise agreed, the packaging identification shall be consistent with the requirements of AECMA 2000M/STANAG 4280

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Appendix J: Suppliers in Governmental Programs: NH90

7.6 Control of Monitoring and Measuring Equipment (Tools & test means)

7.6.1 Validation of specific tools/tests means

It shall be carried out in accordance with "Specific tools/test means Validation procedure": (E11010) QD S000N0817E01. In addition to the tool reference, the identification plate shall mention: "NH90-PI/P0001-June 2000" (without indication of property).

7.6.2 Reporting

The Supplier shall, consequently, deliver to Airbus Helicopters, according to DRL requirements, the list of its tools and/or test means developed, manufactured or purchased for specific NH90 purposes in the format and to the extent/content as agreed.

8.2 Monitoring and Measurement

GQA can never be a reason for justifying any delay on contractual commitment

8.3 Control of Non-conforming Products

The Supplier shall notify its local NQAR of non-conforming items received from sub-contractor that have been subject to GQA, according to the list provided by its NQAR (AQAP110).

Within Contract limits, the reporting on defective Items shall be managed according to "Anomaly reporting & handling procedure": QD S000N0806E01.

In case of repetitive anomalies or failures rate leading the Supplier to be unable to replace the defective Item(s) in the conditions defined in the Contract following conservative actions shall be taken:

- _ Functional incoming tests, under Supplier responsibility, with the relevant means will be implemented at the Buyer premises, or Buyer representative may decide to attend systematically to Supplier's acceptance tests until 10 supplies delivery without anomalies/failures,
- _ A Supplier analysis and action plan shall be established to eliminate the anomaly as quick as possible and to prevent recurrence,
- _ A quality audit of the Supplier may be held at relevant premises.

The handling of Non-Conformities is described in the documents: (E1101) QD S000N0805E01.

Special Investigations

When a defective Item is the subject of a special investigation, steps shall be taken by the rejecting company to ensure that the unit is properly packed sealed and the outside of the container distinctly marked: "TO BE OPENED ONLY IN THE PRESENCE OF THE BUYER'S QUALITY MANAGEMENT AND NQAR (OR WITH THEIR AUTHORISATION)"

Items supplied with "ground use only" limitations, will be subject to the following mandatory requirements:

- The Items shall be identified by a bright red band approximately 20mm wide or as wide as is practicable for the size of the Item,
- The Release Note, the CoC and The Log Card (where applicable) shall be clearly endorsed "NOT FOR FLIGHT",

GRFS: General Requirements for Suppliers
Quality Assurance General Requirements**Appendix K: Pri-NADCAP eligible & approved processes****Appendix K: eligible & approved accredited Pri-NADCAP Special Processes****List of Special Processes Pri-NADCAP accredited, eligible & approved by AHG-AHE or Airbus**

The Pri-NADCAP accreditation is requested on these hereafter Special Processes for being approved and monitored by AHG-AHE & Airbus: (list valid at the date of publication)

- Chemical Processing
- Coating: plasma spraying
- Composites
- Heat Treating
- Non Destructive Testing
- Material Testing laboratory (for tier two subcontracted tests)

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Appendix L: Templates of Log Card at AIRBUS HELICOPTERS

Appendix L: Templates of Log Card at Airbus Helicopters

Filling the Log Cards

Operations carried out on the product are indelibly recorded with an indelible pen or print in accordance with following instructions given in **Appendix L2*** for commercialized H/C & TIGER (in conformance to T00 M 0986 E05) and **Appendix L3*** for NH90 (in conformance to QD S000N0812E01 & QD S000N0826E01) until this product is delivered to the customer or archived after its industrial life.

Any modification of the original information (added, modified or deleted Data) must also be indelible.

All Log Cards shall be filled in English language.

All dates have to be recorded in digits as follows: DD/MM/YYYY (Months, "MM" may be noted in letters, ex.: JAN, DEC)

. The Supplier must follow a standardised terminology to fill in the Log Card.

The Supplier must use the ageing units applicable to the product (operating hours, calendar time, cycles, number of actuations, etc ...). These units are to be clearly defined in the Log Card to avoid any ambiguity upon

The log card model to be filled is the dedicated form last issue acc. to the table below if not otherwise defined in contract.

HC Program	Log Card Form	Paper board
Commercialised programs	F16-04	The log cards shall be made of paperboard, 160g/m ² at least, format A4 with a 21 mm wide margin on the LH side (e.g. XEROX Symphony Gold, Rainbow Coloured Paper Salmon, or comparable paper, A4, 160g/m ² ; Font TAHOMA; Size 8 or 10 recommended).
Tiger	F070 029	acc. to contractual agreements and procedures [2; 5] Appendix of T00 M 0986 E05 (tables & contents are identical to above F16-01) but in German, English and French
NH90	F004	acc. to contractual agreements and procedures [3;4] Annex 2, F004 of (EI101) QD S000N0812E01 (last issue): For paper form: ⌚ Format A4 Recto-verso (with header on left side) ⌚ Weight: <u>At least</u> 140g/m ² ⌚ Supplier & colour: i.e. ANTALIS - "COLORATION BLUE LAGOON"

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9 Appendix L1:



F050 16-702 A
 Cf. EI070 16-702

Rotor Blades Customer support
 E-mail: blades.reliability@eurocopter.com

Application for Log Cards duplicates
Demande de duplicata de Fiche Matricule Equipement

Mandatory Informations / Renseignements obligatoires

Requestor / demandeur:.....
 Contact: E-mail:.....
 Address/ Adresse:.....

Declaration of honour / Attestation sur l'honneur:

I, the undersigned, *je soussigné* attest to be the owner of the following blades, *atteste être le propriétaire des pales suivantes*:

- P/N : S/N : S/N :
- P/N : S/N : S/N :
- P/N : S/N : S/N :
- P/N : S/N : S/N :

The owner will have to update the log card with the component history. EUROCOPTER, by providing a duplicated log card, does not certify any information's which are reported and the responsibility of their accuracy remains with the owner. This document does not exclude all other operations required for continued airworthiness of the component.

Le propriétaire devra mettre à jour la FME avec son suivi d'historique pale. EUROCOPTER, lors de la fourniture d'un duplicata, ne s'engage en rien sur la validité des informations qui y sont reportées et qui restent de la seule responsabilité du propriétaire. Ce document ne se substitue pas à l'ensemble des opérations de mise en conformité obligatoires.

Name, nom:	Signature:	Date:
------------	------------	-------

RELIABILITY DEPARTMENT – service fiabilité

Reception N°:.....

Status: CLEARANCE / soldé STAND BY / En attente

If stand by / si en attente:

Emission n°:

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On any form

Mention "Fiche suivieuse / Follow-up Sheet / Begleitkarte Gerät"
 Or "FICHE MATRICULE / LOG CARD / GERÄTELAUFKARTE"
 Must be crossed out where not applicable for keeping the only applicable alternative

Example:

F070-029 C- Page 13 recto

FICHE MATRICULE / LOG CARD / GERÄTELAUFKARTE *			Fiche n° Log card n° Lfd. Nr.
Fiche suivieuse / Follow-up Sheet / Begleitkarte Gerät *			
1	Identification du matériel	Material identification	Kennzeichnung des Gerätes

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2 Appendix L2:

LOG CARD Template (F16-04 & F070 029*) for Commercialized H/C & Tiger
Fill-in Instructions:

**F070 029 for Tiger program is same configuration excepted slightly different in box 4 page 1 and the form is printed in German, English and French. Information must be anyway written in English.*

Following explanation is for the two forms

Remind The Log Cards shall be filled in English language. Dates will be recorded according to following format: DD/MM/YYYY ("MM" for Months may however be with 3 letters ex. JAN, NOV)

6 Modification and Service Bulletin checking <i>Contrôle d'exécution des modifications et des Services Bulletins</i>				LOG CARD / FICHE MATRICULE		Log card no <i>fiché no</i>
No. <i>Numéro</i>	Type of modification <i>Nature de la modification</i>	Performing unit or contractor <i>Unité ou société d'exécution</i>	Date of embodiment and inspection stamp <i>Date d'exécution et tampon de contrôle</i>	Follow-up Sheet for new equipment / <i>Fiche suivieuse Matériel neuf</i>		
				1 Material identification / <i>Identification du matériel</i>		
				Name <i>Dénomination</i>		
				NATO Nomenclature <i>Nomenclature OTAN</i>		
				EUROCOPTER Part number <i>Référence</i>		
				Manufacturer's Part number <i>Référence fabricant</i>	NATO Manuf code <i>Code OTAN fabricant</i>	
				Delivery configuration <i>Configuration de livraison</i>	Version <i>Version</i>	
				Serial number <i>Numéro de série</i>	Amendments <i>Amendements</i>	
				Supplier <i>Fabricant</i>	Typ <i>Type</i>	
				2 Contract or order / <i>Marché ou commande</i>		
				Reference <i>Référence</i>	Date <i>Date</i>	
				Issuing agency <i>Organisme émetteur</i>	Kit no <i>No ou lot</i>	
				Contractor <i>Fournisseur</i>	Address <i>Adresse</i>	
				3 Guarantee / <i>Garantie</i>		
				Equipment <i>Matériel</i>	Date of delivery <i>Date de livraison</i>	Guaranteed storage period <i>Durée garantie de stockage</i>
						Service date <i>Date de mise en service</i>
						Guarantee operation period <i>Durée Garantie de fonctionnement</i>
				4 Special information / <i>Renseignements particuliers</i>		
				Appendix to table 4 : <i>Annexe au tableau 4</i>	YES <input type="checkbox"/> NO <input type="checkbox"/> <i>OUI NON</i>	No of sheet : <i>Nb de page</i>
				Inventory of life components: <i>Inventaire des pièces à Durée de Vie</i>	YES <input type="checkbox"/> NO <input type="checkbox"/> <i>OUI NON</i>	No of sheet : <i>Nb de page</i>
				Transfer sheet: <i>Fiche Matricule de Transfert</i>	YES <input type="checkbox"/> NO <input type="checkbox"/> <i>OUI NON</i>	No of sheet : <i>Nb de page</i>
				Operating limit <i>Limite de fonctionnement</i>	Life limit <i>Limite de vie</i>	ATA

*Delete as necessary/ *Rayer la mention inutile*

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F070 029 Page 1 table 4 focus :

4	Renseignements particuliers	<i>Special information</i>	<i>Besondere Vermerke</i>
	Annexe au tableau 4 : <i>Appendix to table 4 / Anhang in der Tabelle 4</i>	oui/non * <i>yes/no – Ja/Nein</i>	Nb de page 1/___ <i>Nb of pages / Anzahl Seiten</i>
	Inventaire des pièces à Durée de Vie : <i>Inventory of lifed components / Verzeichnis der Lebensdauerteile</i>	oui/non * <i>yes/no – Ja/Nein</i>	Nb de page 1/___ <i>Nb of pages / Anzahl Seiten</i>
	Fiche Matricule de Transfert : <i>Transfer sheet / Gerätelaufkarte für den Transfer</i>	oui/non * <i>yes/no – Ja/Nein</i>	Nb de fiche 1/___ <i>Nb of sheet / Anzahl karten</i>
Limite de fonctionnement <i>Operating limit / Höchstzulässige Betriebszeit</i>		Limite de vie <i>Life limit / Lebensdauer</i>	

Table 4 of the F070 029., for TIGER program :

“yes / no” information must be cross-out instead of ticked in the corresponding right box.

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LOG CARD / FICHE MATRICULE		Log card no Fiche no
Follow-up Sheet for new equipment/ Fiche suivieuse Matériel neuf		
1 Material identification/ identification du matériel		
Name Dénomination	NATO Manufacture Nomenclature OTAN	
Reference Référence	EUROCOPTER Part number Nomenclature fabricant	
Delivery configuration Configuration de livraison	NATO Manuf code Code OTAN fabricant	
Serial number Numéro de série	Version Version	
Supplier Fabricant	Amendments Amendements	
	Typ Type	
2 Contract or order/ Marché ou commande		
Reference Référence	Date Date	
Issuing agency Organisme émetteur	KIT no No ou kit	
Contractor Fournisseur	Address Adresse	
3 Guarantee / Garantie		
Equipment Matériel	Date of delivery Date de livraison	Service date Date de mise en service
	Guaranteed storage period Durée garantie de stockage	Guarantee operation period Durée Garantie de fonctionnement
4 Special Information / Renseignements particuliers		
Appendix to table 4 : Annexe au tableau 4		
Inventory of lifed components: Inventaire des pièces à Durée de Vie		
YES OUI	NO NON	No of sheet Nb de page
YES OUI	NO NON	No of sheet Nb de page
YES OUI	NO NON	No of sheet Nb de page
Transfer sheet: Fiche Matricule de Transfert		
YES OUI	NO NON	No of sheet Nb de page
Operating limit Limite de fonctionnement		
ATA		ATA

*Delete as necessary/ Rayer la mention inutile

Modification and Service Bulletin checking Contrôle d'exécution des modifications et des Services Bulletins	
No. Numéro	Date of embodiment and inspection stamp Date d'exécution et tampon de contrôle
Type of modification Nature de la modification	Performing unit or contractor Unité ou société d'exécution
5	
Contractor Unité ou société	Certification/ Attestation
Date Date	Operation Fonctionnement
Aircraft Version and S/N Version et No Appareil	Support Support
	Partial Partiel
	Total Total
	Manu/Receipt* Fais/Reception
	Depreservation* Destockage
	Period Overhaul* V.P.
	Filing* Fichage

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7	Successive status and minor/major maintenance and overhaul operations						Reason for transfer (code and symptoms) - Replaced parts Motif du mouvement (code symptômes) - Travaux effectués - Pièces changées				
	<i>Positions successives avant livraison avion - Voir recto tableau 5</i>			<i>Positions successives avant livraison avion - Voir recto tableau 5</i>			<i>Positions successives avant livraison avion - Voir recto tableau 5</i>				
Contractor Unité ou société		Date Date		Aircraft Version and SN Version et No Appareil		Unit / Unité: Support Support		Unit / Unité: Support Support		Total Total	
						Partial Partiel		Total Total		Partial Partiel	

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(Optional Annex to the Log Card)

Log Card Page : _____
Fiche page

6. MODIFICATION AND SERVICE BULLETIN CHECKING / Contrôle d'exécution des modifications et des Services Bulletins	Type <i>Nature</i>	Modification- / Bulletin No. AD / LTA <i>Modifications- / Bulletins No. AD / LTA</i>	Titel <i>Instituté</i>	Performing unit or contractor <i>Unité ou société d'exécution</i>	Date of embodiment and inspection stamp <i>Date d'exécution et tampon de contrôle</i>																			

EUROCOPTER.F 16-014

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SPECIAL INFORMATION

(Optional Annexe to the Log Card)

HELICOPTERS 15044

4 Appendix <i>4 Annexe</i>	SPECIAL INFORMATION <i>RENSEIGNEMENTS PARTICULIERS</i>	
	ASSEMBLY REFERENCE <i>DESIGNATION ENSEMBLE</i>	
	SERIAL <i>No DE SERIE</i>	

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INVENTORY OF COMPONENTS MODEL

INVENTORY OF COMPONENTS INVENTAIRE DES COMPOSANTS		PAGE 01 INSTALLATION POSE (*)						
ASSEMBLY DESIGNATION REFERENCE ENSEMBLE	VERSION VERSION	1	2	3	4	5	6	7
COMPONENTS COMPOSANTS	ASSEMBLY REFERENCE REFERENCE ENSEMBLE	1 - Date of installation / Date de pose 2 - Serial number / Numéro de série 3 - Operating time of component / Heures de fonctionnement du composant 4 - Hours of functioning of assembly / Heures de fonctionnement de l'ensemble 5 - Component number of cycles / N° cycles du composant 6 - Hours of functioning of assembly / Heures de fonctionnement de l'ensemble 7 - Version / Version						
DESIGNATION REFERENCE	INSTALLATION POSE (*)	REPLACEMENTS ECHANGES (*)					SPECIAL INFORMATION RENSEIGNEMENTS PARTICULIERS	

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2.2 F16-04 & F070 029 (page 1) LOG CARD INFORMATION MODALITIES.

Number 1 for the first data sheet

Number 2, 3 etc. whenever additional data sheets are being opened (e.g. as the element reference No is being changed, whenever a table is full etc.)

Whenever an additional data sheet n+1 is being used:

Cross out table 5 and 6 in data sheet n and add " See data sheet n+1"

Fill in every table in data sheet n+1 and staple data sheet n as an appendix to data sheet n+1

Enter in table 5 of data sheet n+1 those hours already entered in data sheet n and add
"Total hours transferred from data sheet n to n+1"

2.3 F16-04 & F070 029 (page 1) Table 1 - "MATERIAL (Equipment) IDENTIFICATION"

: *The Supplier must only fill in the following:*

2.3.1 Name:

Full description or conform abbreviation (For equipment, this description shall correspond to that marked on the identification plate).

2.3.2 NATO

NATO Stock Number (NSN Code):

Joint services (NATO Stock Number Code of the equipment according to Illustrated Parts Catalogue (IPC) numbering

This nomenclature is to be systematically provided for Government customers in accordance with the contractual specifications.

This nomenclature is to be filled in prior to delivery to the customer from the data available in the item file.

2.3.3 Airbus Helicopters (former EUROCOPTER) Part Number

(Airbus Helicopters / EUROCOPTER definition reference") See *AH's Order (332Axx, N67, 704Axx, 7050Axx, ...)*.

Note for TIGER &NH90 only:

In case of Part Number change, the previous number shall be struck through with a single line ensuring it remains readable. The new number shall be written as close as possible to the old one: e.g.: T463A10T0004
T463A10T0002

2.3.4 Definition part number specified by the Equipment Manufacturer (Airbus Helicopters or Supplier):

This reference is to be mentioned whenever it is different than of the manufacturer reference. It corresponds to the procure-ability reference mentioned in the Illustrated Parts Catalogue.

2.3.5 Serial number: .

Equipment serial number

2.3.6 Manufacturer:

Name of the Manufacturer (Airbus Helicopters for a Subcontractor)

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The manufacturer could be written under multiple format (Abbreviation, Acronyms, historical data,...) and some change could occur during the industrial life ; it may be the one at the moment of the doc redaction with mention "formerly name indicated on the product"
(Refer to Appendix A § 7.5.3.6.2-c & § 7.5.3.6.3-c)

2.3.7 NATO Manufacturer's code:

Enter the equipment Manufacturer NATO code (F 0210 if Airbus Helicopters Marignane is the Manufacturer).

The evolution of the NATO code could occur during the life of the product, without any change on the product. **So the NATO code of the product has to that was valid at the point of delivery from supplier to Airbus Helicopters or in case of re-issuing the one valid at this point of time.**

2.3.8 Version (optional):

In accordance with the Engineering Dept instructions or Maintenance Recommendations

Report indices identifying amendments successively applied to the product

2.3.9 Type:

No indication from manufacturer

2.3.10 Validation:

Every data added or modified in Table 1 (compared to the original information) is to be validated by qualified staff

2.4 F16-04 & F070 029 (page 1) Table 2 Contract or order

. The Supplier does not fill in this Table.

2.5 F16-04 & F070 029 (page 1) Table 3 Guarantee

The Supplier does not fill in this Table.

2.6 F16-04 & F070 029 (page 1) Table 4 Special information

The Supplier must indicate in this Table whether there is an Appendix and/or a component Inventory with the number of pages, if necessary.

Inventory of lifed components (Yes/No)

. The Supplier does not need to draw up a Transfer Sheet.

2.6.1 Appendix to table 4:

- The reference number of any recordable concession applicable to the equipment with log Card (The recordable concession print must be attached to the Log Card). Should the component be dissociated from the support, the Supplier must cross out the concession No in Table 4.*
- Specific storage instructions*
- Specific adjustments unless they have been entered in the technical documentation of the equipment.*
- Serial No for matched items.*

2.6.2 Components inventory:

The Supplier must enter in this inventory the No of any recordable concession attached to a component.

- The identification number and description of the "OTL" components, which are not mentioned in the inventory list.

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2.6.3 VALIDATION:

The contents of table 4 must be validated by the quality Dept with regard to the latest information entered. Every addition or modification of the original information in Table 4 must be validated by the Supplier's quality Dept.

The following information is to be entered in this section and respectively in appendix, if necessary:

- The presence of a list of service life components (with page numbers), of an appendix to Table 4, of a transfer data sheet in accordance with the applicable procedure, if any.
The following shall be entered in red for those items to be tested in order to avoid confusions with standard items:

- **Experimental product – To be opened or revised upon written request of the Engineering Dept. only.**
- **Specifics attached to experimental products (i.a.w. applicable procedure):**

- **Flight prohibited product**
- **Rotation prohibited product**
- **Product reusable with or without limitation**

After or without examination in accordance with document

The content of Table 4 is to be validated by qualified staff . in regard to the last entered information. Each piece of information added or modified in this table (compared to the original data) is to be validated by qualified staff.

2.6.4 OPERATING LIMIT / LIFE LIMIT / ATA

Suppliers do not fill in

2.7 F16-04 & F070 029 (page 1) Table 5 Recto Status of equipment on issuing the Log Card "OPERATIONS"

Boxes to be filled in for new equipment only

2.7.1 Unit or Company / Contractor:

Specify the acronym of the Unit Plant or Company tasked with the definition of manufactured product.

2.7.2 Date:

Specify the date of action.

Should the customer make additional requests, enter date of Log Card compilation.

2.7.3 CERTIFICATION:

An inspection mark certifying that the information shown in tables 1 and 5 is genuine shall be stamped when filling the Log Card.

Suppliers do not fill in the followings

2.7.4 Aircraft version and serial number / Support / Partial time:

2.7.5 (Operation) Total time:

Not to be filled by Suppliers

Report the product operating time or number of cycles since entry in service (or overhaul).

For new product items, report '0 Hr'.

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Enter in incremental order (one per line) the applied modifications and not included in the reference.

Enter in incremental order (one per line) the initial of mandatory and recommended Service Bulletins (SB or ASB) applied.

For Government services / "Governmental" TIGER Customers, enter number of formal modifications corresponding to manufacturer modification number e.g. 07 8443 – S 618

2.8.2 Type of modification:

(This wording covers any design configuration changes, that they should be "Amendment" under maintained P/N of actual "Modification" with change of P/N)

This heading is only to be filled in if so called *modifications* are implemented after delivery.

The nature of the *modification* is to be briefly described.

Performing unit or contractor (*Unit or Company applying modification*) : Enter company acronym or initials
Date of embodiment and inspection stamp:

2.8.3 New product:

- Date of design configuration changes, "amendments", embodiment upon log card update. The embodiment of several "amendments" or service bulletins is validated as a whole with a single sealing stamp at the last one.

2.8.4 Product in operation

- Date of change embodiment and inspection sealing stamp or operator name and signature.

2.9 F16-04 & F070 029 (page 2) Table 7 – "SUCCESSIVE STATUS, MAINTENANCE AND OVERHAUL OPERATIONS**Boxes to be only filled in by end user for maintenance operations**

: *Particular cases for suppliers*

2.9.1 Overhauled equipment:

Only data necessary to the customer is to be reported in the Log Card.

2.9.2 Equipment with Technical Intervention Sheet :

data must be entered in the log Card.

2.9.3 Equipment on test bench:

The equipment item operating time on the test bench is not accounted for in the log Card.

Not to be filled by Supplier:

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Contractor / Unit or Company / Date: Report date of movement or operation / Aircraft version and S/N / Operations unit / Support / Partial time / Total time / Reason for transfer/movement:

The individual responsible for the first installation shall specify the product follow-up unit; this unit is included in the Engineering Dept instructions or Maintenance Recommendations (PRE) and can be:

- Time in flight hours (Hrs)
- Time in months/years
- Number of cycles (Cyc)
- Operation in number of operations. Specify type of operation e.g. ditching, landing etc.

Note: A product item can be simultaneously followed up with two different units:

Calendar time plus operation (cylinder)

=>Time plus cycle for transmissions

2.9.4 Validation:

An inspection sealing mark is to be stamped after the accomplishment of work in each line.

The entries made on the log card by other than Quality are to include:

- The entity's name (unit or company)
- The writer's name in block letters
- The writer's signature

2.10 F16-04 & F070 029 optional Annex:

2.10.1 Inventory of Components

The following information describes the content of the additional log card page "Inventory of Components".

DESIGNATION	INSTALLATION (*)			
Part number of the component Description of the component	<i>Box 1</i> Date of installation of the component on the assembly	<i>Box 3</i> Operating hours of the component at the time of installation on the assembly	<i>Box 5</i> Number of cycles of the component at the time of installation on the assembly	<i>Box 7</i> Version
	<i>Box 2</i> Serial number of the component	<i>Box 4</i> Operating hours of the assembly	<i>Box 6</i> Number of cycles of the assembly	

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3 Appendix L3:
LOG CARD Template (F004) for NH90 Fill-in Instructions:

For paper form :

- ⌚ Format A4 recto-verso (with header on left side)
- ⌚ Weight: At least 140g/m²
- ⌚ Supplier & colour: i.e. ANTALIS - "COLORATION LAGOON" (light blue)

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15/ RECORD OF ASSOCIATED EQUIPMENT										Page 2 of pages
A/ ITEM DATA		B/ INSTALLATION				C/ REMOVAL				D/ SIGNIFICANT DATA
ITEM DESIGNATION & PART NUMBER	SERIAL NUMBER	ASSY OPERATING TIME OR UNITS	ITEM LIFE		INSPECTION STAMP DATE (DD/MM/YYYY)	ASSY OPERATING TIME OR UNITS	ITEM LIFE		INSPECTION STAMP DATE (DD/MM/YYYY)	STAMP DATE (DD/MM/YYYY)
			TIME OR UNITS SINCE 0/HOURS	TIME OR UNITS SINCE OVERHAUL			TIME OR UNITS SINCE 0/HOURS	TIME OR UNITS SINCE OVERHAUL		

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B - HISTORICAL RECORD- REPAIRS, INSPECTIONS, CUSTOMER/PURCHASER MODIFICATIONS					Page 3 of pages	
1/ DESIGNATION: PART NUMBER:		2/ MANUFACTURER NAME: MANUFACTURER NATO CODE: MANUFACTURER PART NUMBER:		3/ SERIAL NUMBER:	4/ CUSTOMER/ PURCHASER NUMBER:	5/ ACCEPTANCE DATE: (DD/MM/YYYY)
A/ DATE (DD/MM/YYYY)	B/ ASSY OPERATING TIME OR UNITS	C/ REMARKS			D/ ORGANIZATION	E/ INSPECTED

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C-HISTORICAL RECORD - TECHNICAL INSTRUCTIONS-DIRECTIVES - SERVICE BULLETINS - AIRWORTHINESS DIRECTIVES - MODIFICATIONS					Page 4 of pages	
1/ DESIGNATION: PART NUMBER:		2/ MANUFACTURER NAME: MANUFACTURER NATO CODE: MANUFACTURER PART NUMBER:		3/ SERIAL NUMBER:	4/ CUSTOMER/ PURCHASER NUMBER:	5/ ACCEPTANCE DATE: (DD/MM/YYYY)
TECHNICAL INSTRUCTION COMPLIANCE						
A/ DATE (DD/MM/YYYY)	B/ NUMBER	C/ TITLE	D/ IMPLEMENTATION DATE (DD/MM/YYYY)	E/ MAINTENANCE OFFICER	F/ INSPECTOR	G/ ORGANISATION

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3.2 F004 / NH90 (PAGE 1)-HISTORICAL RECORD FOR AERONAUTICAL EQUIPMENT

Head Rule

3.2.1 DESIGNATION:

Gives the name of the Item for which the form is intended.

3.2.2 PART NUMBER:

Gives the Airbus Helicopters NH90 P/N of the Item.

3.2.3 MANUFACTURER NAME:

Gives the Brand name of the manufacturer at the time of the release of the form.

3.2.4 MANUFACTURER NATO CODE:

Gives the equipment manufacturer NATO code at the time of the release of the form.

3.2.5 MANUFACTURER PART NUMBER:

Gives the manufacturer P/N of the Item.

In case of (Airbus Helicopters & / or Manufacturer) Part Number change (**only NH90 program valid**)

The previous number shall be struck through with a single line ensuring it remains readable. The new number shall be written as close as possible to the old one: e.g.: ~~S533F1402404~~ S533F1102103

3.2.6 SERIAL NUMBER:

Gives the serial number of the Item.

3.2.7 CUSTOMER/PURCHASER NUMBER:

Not to be filled by suppliers

3.2.8 ACCEPTANCE DATE:

Gives the date at which the Item was subjected to the manufacturer formal acceptance (this date is the date of signature of the supplier CoC).

3.2.9 . MAIN CONTRACT REFERENCE:

Not to be filled by suppliers

3.2.10 WARRANTY:

Not to be filled by suppliers

3.2.11 . LOG CARD ORIGINALLY RELEASED BY

Name and stamp of person entitled to attest the original information included in boxes 1 to 3, 5.

3.2.12 RECORD OF TRANSFERS:

Not to be filled by suppliers

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3.2.13 Column: ORGANISATION AND LOCATION

Name of the company / organization, together with the location, which has installed or removed the concerned Item. (Not to be filled by suppliers)

3.2.14 Column: OVERHAUL (Hours or other Units)

Enter the actual operating time of the assembly since purchase or overhaul.

Up to the first overhaul, this time is identical with the overall operating time in column "HOURS TOTAL". (Not to be filled by suppliers)

3.2.15 Column: TOTAL (Hours or other Units)

Enter the overall operating time of the assembly, continuing to count from the beginning. (Not to be filled by suppliers)

3.2.16 INSTALLATION AND REMOVAL:

Not to be filled by suppliers

3.2.17 ATTESTATION

Not to be filled by suppliers

3.2.18 Recordable Concessions:

Mention if any "Recordable" concession (identification number and issue).

3.2.19 OPERATION LIMIT:

Not to be filled by suppliers

3.2.20 LIFE LIMIT:

Not to be filled by suppliers

3.3 F004 / NH90 (PAGE 2)- A RECORD OF ASSOCIATED EQUIPMENT

Enter in this block for integrated Items to be followed -up.

3.3.1 Column "A": ITEM DATA**⊗ Column: ITEM DESIGNATION & PART NUMBER**

Gives the name & NH90 Part Number of the integrated Item.

⊗ Column: SERIAL NUMBER

Gives serial no. of the "sub-Item" installed.

3.3.2 Column "B": INSTALLATION

Not to be filled by Suppliers

3.3.3 Column "C": REMOVAL

Not to be filled by Suppliers

⊗ Column: REMOVAL - ASSY OPERATING TIME OR UNITS

Gives the operating hours or units of the equipment (or assembly) at the component removal time.

⊗ Column: REMOVAL - TIME OR UNITS SINCE 0/HOURS

Gives the total operating time or units of the component at the removal time on the equipment (or assembly).

⊗ Column: REMOVAL - TIME OR UNITS SINCE OVERHAUL

Gives the operating time or units of the component since overhaul at the removal time.

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🕒 **Column: REMOVAL - INSPECTION STAMP DATE**

Attestation and date. See previously as for installation

3.3.4 Column “D”: SIGNIFICANT DATA, STAMP & DATE

This block is used for:

- 🕒 If in front page the box 12 is full; remaining data for “Recordable” concessions (identification number and issue).
- 🕒 **Manufacturing Date** when applicable (related to TSM for components as required by IETP)
- 🕒 **Lubricants/consumables data** (including Brand) when mix-ability constraint and specific/recommended climatic usage condition are mentioned in Technical Publication (e.g. Engines/MGB/IGB/TGB/RAGB/APU).

All other significant data are entered in form “C-Historical Record-Technical instructions-Directives-Service Bulletins-Airworthiness Directives-Modifications.

3.4 F004 / NH90 (Page 3) B-HISTORICAL RECORD – REPAIRS, INSPECTIONS, CUSTOMER/PURCHASER MODIFICATIONS

3.4.1 General

The aim of this section is to record chronologically the list of events such as:

Overhaul, other customer / end user operations,

Others unplanned maintenance operations related to failure, incidents, repairs, occurred on the item/part after first delivery to the customer/end user

Retrofit activities if any; Software loading

Components/parts replaced

Section B will be filed by the entity maintaining/operating the item/part (Industry or customer/end user)

3.4.2 Note:

Routine inspections on components that are performed during the scheduled preventive maintenance operations will not be recorded on individual component log cards

When a major overhaul is carried out, if appropriate combine the Form “A”-HISTORICAL RECORD FOR AERONAUTICAL EQUIPMENT forms and list the changes carried out in numerical order.

At Ready For Acceptance then at delivery, the last status of information for maintenance operations of equipment shall be recorded without all previous historical details. Traceability of the historical shall be kept by Industry.

Unless differently agreed with the Customer/end user, from RFA to delivery, all maintenance operations will be recorded in appropriate log cards section

The entries concerning the significant historical data must be separated by a horizontal line.

When required by IETP, both operating hours and performed cycles will be traced

When IETP requires TSM Maintenance for equipment, the manufacturing date of that equipment will be recorded in this section

3.5 F004 / NH90 (Page 4) C-HISTORICAL RECORD-TECHNICAL INSTRUCTIONS– SERVICE BULLETINS – AIRWORTHINESS DIRECTIVES – MODIFICATIONS-

3.5.1 General

The aim of this section is the record of implemented approved instructions for continuing airworthiness like:

Technical instructions,

Service Bulletin,

Airworthiness directives,

Modifications / changes

Section C will be filed by the entity maintaining/operating the item/part (Industry or customer/end user)

To ensure greater clarity, separate each group of Technical instruction with a horizontal line.

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When a major overhaul is carried out, if appropriate combine the Form "A"-HISTORICAL RECORD FOR AERONAUTICAL EQUIPMENT forms and list the changes carried out in numerical order.

Enter revisions again after implementation. Enter repeatedly carried out instructions, however, on Form."B"

Separate the entry of each individual instruction from next entry.by a horizontal line over all columns A-G

3.5.2 Head Rule

To be filled by Suppliers:

3.5.3 . DESIGNATION

Gives the name of the Item for which the form is intended.

3.5.4 PART NUMBER

Gives the NH90 P/N of the Item.

3.5.5 . MANUFACTURER NAME

Gives the Brand name of the manufacturer.

3.5.6 MANUFACTURER NATO CODE

Gives the equipment manufacturer NATO code valid at date of completing the Log Card

3.5.7 MANUFACTURER PART NUMBER

Gives the manufacturer P/N of the Item.

3.5.8 SERIAL NUMBER.

Gives the serial number of the Item.

3.5.9 CUSTOMER/PURCHASER NUMBER

Not to be filled by suppliers

3.5.10 ACCEPTANCE DATE

Gives the date at which the Item was subjected to the manufacturer formal acceptance inspection. (This date is the date of signature of the supplier CoC).

3.5.11 III. Columns

Not to be filled by suppliers

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4 Appendix L4 Resume all Log Cards

<i>Information to be entered on the Log card of a new equipment</i>			
<i>Information on Log Card</i>	<i>Type of Action</i>	<i>Manufacture Date</i>	<i>Actioned units</i>
Manufacturing new materiel	<i>Equipment manufactured and checked in accordance with an approved definition. Equipment never utilized.</i>	<i>Initial</i>	<i>Strictly 0 hr</i>
Conformity Restoration	<i>Operation performed to restore the equipment's physical and operating condition. Should the equipment be installed in a delivered helicopter that belongs to a customer, the conformity does not apply</i>	<i>Not modified + Date of Conformity Restoration</i>	<i>Not modified</i>
Inspection	<i>Inspecting the equipment to verify its conformity with an authorized design. This involves performing acceptance tests, or verifying performance or performing a functional test, or a dimensional or visual inspection (counter-acceptance and tests before assembly excepted). No repair is undertaken. The original Log Card is updated.</i>	<i>Not modified + Inspection Date</i>	<i>Not modified +</i>
Shelf Life Renewal (SLR)	<i>Operation performed to restore the equipment's storage validity once it has elapsed. Entering this renewal on the identification tag and the Log Card.</i>	<i>Not modified + Date of Shelf Life Renewal</i>	<i>Not Modified</i>
Modification	<i>Applying an evolution in accordance with an approved design. The Log Card is updated if there is no part No change (amendment). Should the part No change (Modification), the original Log Card is updated and a new log Card is drawn up. A "drawn from part No ..." entry is added to the new part No. Note: the Manufacturing Date cannot be modified, a Shelf Life Renewal is mandatory.</i>	<i>Modified or not according to Manufacturer Rules not modified</i>	<i>Not modified</i>
Retesting Weighing Filling	<i>This involves performing those operations necessary to restore the equipment to its operating condition after tests, if necessary. The original Log Card is updated.</i>	<i>Not modified + Operation Date</i>	<i>No entry effective for equipment with calendar TBO</i>
Information to be entered on the Log Card of an equipment item dispatched by a user			
Conformity Restoration	<i>Operations performed on new equipment to restore its normal physical and functional condition. These operations might be performed under warranty.</i>	<i>Not Modified + Date of Conformity Restoration</i>	<i>Not modified</i>
Repairing	<i>Operations performed on non-conforming equipment to restore its initial function. These operations are characterized by an evolution of the original product design. The initial Log Card is updated. These operations might be performed under warranty.</i>	<i>Not Modified + Date of Repair</i>	<i>Not Modified</i>
Overhaul	<i>Scheduled operations performed on equipment to restore its full operational BO. The initial Log Card is updated except for standard transmission replacement when the Log Card is rewritten.</i>	<i>Not Modified + Overhaul Date</i>	<i>TBO reset to zero only (0 hrs)</i>
Inspection	<i>The equipment is inspected to check its conformity with respect to an authorized design. This involves performing acceptance tests, or checking performance, or performing a functional test e.g. test before assembly, or performing a dimensional or visual inspection. No repair or adjustment is undertaken. The initial Log Card is updated</i>	<i>Not Modified + Inspection Date</i>	<i>Not modified</i>

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Modification	<i>Embodying a modification in accordance with an approved design; this may also apply for a part number change. The initial log Card is updated. A Log Card No 2 is added. A "drawn from Part No ..." entry is added to the new part No.</i>	<i>Not modified</i>	<i>Not modified</i>
<i>Retesting Weighing Filling</i>	<i>Operations needed to restore the equipment's operating configuration after a test, if necessary. The initial Log Card is updated</i>	<i>Not Modified + Date of Action</i>	<i>No entry for equipment with calendar TBO</i>
<i>Shelf Life Renewal (SLR)</i>	<i>Operations performed on the equipment to restore the original storage validity when elapsed.</i>	<i>Not modified + Date of shelf life Renewal</i>	<i>Not modified</i>

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APPENDIX M:

Information to attention of suppliers explaining changes in the issue E1

Dear Suppliers,

This appendix explains all changes in this new issue of our General Requirements for Suppliers, the ER070 06-01 issue E1.

For those who should discover the document, you will notice that it follows the AS/EN9100 paragraphs, only mentioning those where specifics are requested and omitting the other ones.

Document also contains appendixes for each specific: equipment manufacturers, Built-to-print subcontractors, Engine manufacturers, repairers etc... with same link to Standard paragraphs.

This new issue introduces two main changes:

Specific appendix for summarizing the process for Log Cards filling, previously described in several documents

Moving contain of EP06-12 into this ER070 06 01 E1

This new issue also corrected some mistakes in paragraphs numbering and typing.

This issue E1 of the ER070 06-01 in question, for the moment only exists in English version. We will launch the translations into French and German soon. As soon as available, it will be sent to concerned suppliers.

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Hereafter is page by page a resume of changes:

- List of applicable documents has been completed with:
Equipment Change proposal new guidelines and forms
- 3rd level maintenance documents approval
- Documents for some specific subcontracting tasks
- Update of list of valid and applicable international standards

General Core for all suppliers:

P10: §3.1: we mention a convenient standard linking AQAP series & EN9100 ones

P11 &12, § 3.2 Definitions: are parts from EP 06-12 and explanations of Airbus Helicopters's Design responsibility

P15, §4.11 General Requirements: on request towards AS/EN9100 certification are more explained

P16 & 17 reminders of EASA regulation requirements and introduction of FRA21 rules

P19, §6.4 Work-environment: mention of rules for work environment and Safety Management Systems in repair activity

P21, § 7.5 Production & service Provisions: This is a strong progress in the V2009 of the EN9100 (and its AS9100 equivalent) at focusing on Processes Risk Analysis, we therefore here highlight it.

Our requirements towards PRI NADCAP accreditation were to be more explained.

P24: we met several wrong comprehensions in airworthiness release documents and on Log Cards from some suppliers when correcting non-conformances on new items that must anyway remain inside the perimeter of New manufacturing (EASA Part21): A long paragraph has been added

P25 & P26 some long cycle contracts have been agreed on with former designation of "Certificate of Conformity": links with new naming were given.

Some specificity for Tiger & NH90 programs have been reminded here

P28, §8.3 Control of Non-Conforming Products

We created and remind specific 24/24 e-mail addresses when a supplier needs to urgently inform on non-conformances discovered on already delivered items

Exchanges on non-conformities analysis are by the way more explicated and formalized.

(delays are now fully integrated in the non-conformance process: all pages)

P30: §8.5.1 continual improvement: for details on diverse forms when exchanging on data.

Appendix A (for Equipment Manufacturers)

P31 §7.3 Design: we formalized that the manufacturing process analysis must be validated all along the design process, including processes (all) risks analysis.

Plus some reminders on Design configuration changes monitoring

P33: future introduction of a harmonized process for design changes validation (forms)

P35: we request to officially participate to process risks evaluations

for COTS: First Article Inspection rules are simplified

P35-36: § 7.5.2: Works on New items:: there was still a need for explanations in the rules and on our request for a new part remaining "new" after rework.

P39-40: § 7.5.3 Marking: marking PN on COTS and small parts is simplified

P40-41: trace-ability on Log Cards re-explained, terminology rewritten

P42: date of implementation of a Modification was accepted to be taken as a new manufacturing date on item "not to be followed in utilization" but regarding recurring wrong interpretations, this possibility is now no longer accepted

P43-44: here also the requested information on airworthiness docs (FAA 8130-3 & EASA Form1)& Log Cards after correction of a non-conformance and an a posteriori design change has been re-explained.

P46: rewording for concessions on Critical Parts Frozen Processes.

Appendix B (for Subcontractors / Built-to-Print)

P48: rewording for lower ranks subcontracting ability.

P50: workshop working docs at non AHG language countries must have main data "understand-able"

P56: some clear-up scale mentions for thermo-recorders for composites raw materials storage

P64: for mentions for validating subparts FAI when it has already been conducted on the upper part

P66: clearing NATO code marking process

P68: we do not need ATR for Built-to-Print parts (except specifics)

P69: §8.2.4 : attestation form of the final inspections was not clear enough

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Appendix D (maintenance organizations)

P75, preamble: what to do if not FAR/PART145, explanations

Appendix E (distributors)

P76: we met concerns with "non-approved" parts, so a reminder

Appendix J (for Governmental Programs)

P86-87: general requirements are never clear enough, mostly as we schedule to progressively transfer all specifics today in other docs in this ER070 06-01 (not yet completed)

Appendix L (Log Cards process)

This appendix is all new, taken from separated existing procedures (EI 16-04, -EI101-T000M0986... , -EI101-QDS000N812E01 and – EI101- QDS000N0826E01). All templates and block by block filling proposals or instructions are mentioned.

It should be easier now for common understanding.

The multiplicity of forms and mentions are consequences of contracts with our governmental customers and could not be changed.

We hope this has been clear enough. Do not hesitate to contact your Airbus Helicopters Quality interlocutors for any questions (Supplier –or Supply Chain- Quality Managers.)

The issue representing no real upheaval is applicable at the date you receive it.

G. Guerriero
Suppliers Quality Assurance Methods

NOTA: E2 has been for changing Eurocopter by Airbus Helicopters (for all divisions & Subsidiaries) and for removing wrong § numbering in appendix L and obsolete information in L 4

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