

❖ **Aviation Partners Boeing** (APBP140-1, Q18, Rev. 2-15-2016)

- Per AS9102 & LMI FAI_STD-001

❖ **AIRBUS**

- Per AS9102 & LMI FAI_STD-001

❖ **Bell Helicopter Products & Programs** (BHT QPS 200, Section 11.0, Rev. 6; February 27, 2014; SQRM-001 Rev. D)

- Per AS9102 & LMI FAI_STD-001
 - Mfg. Lot / Job Number & Date of Manufacture are required on Form 1, Box 9.
 - ODS Number (if applicable) goes on Form 1, Box 5
 - Physical Change (same as parts list revision) goes on Form 1, Box 5
 - When the Outside Data Sheet (ODS) from Fort Worth or Manufacturing Engineering Process Instructions (MEPI) from Canada is applicable to the product, the supplier shall provide a Partial or Full FAI, as applicable, when revision to the BHT “Physical Change” number (First two digits of the ODS/MEPI) is incorporated by Purchase Order. This is in addition to the requirements of AS9102 para. 5.3 sub-para. 1.
 - When an Engineering drawing has a separate Parts List, the Revision Level of Parts List shall be included.
 - BOTH Drawing Revision and Parts List Revision goes on Form 1, Box 7.
 - Form 2, Column 7; enter Process Code listed within QPS101 APL.
 - MUST include Name and Address Source; Form 2, Column 8.
 - Provide Bell SMDAR Number if applicable on Form 3, Column 11.
 - If a Lapse in shipment of 2 or more years to Bell, provide a copy of the most recent FAI with parts.
 - If manufacturing of product changes to use of a newly purchased and/or acquired piece of equipment within your facility; a new FAI MUST be performed.
 - When an FAI provided to Bell is “not Complete” (Marked in Field 19, Form 1) due to disposition of nonconforming characteristics or authorized deferment of an attribute being documented on the FAI, a Partial FAI reflecting subsequent compliance of these characteristics shall be submitted to Bell with compliant product *no later than the item’s second shipment to Bell unless authorized in writing by Bell Quality.*
 - Supplier shall uniquely identify each specified characteristic annotated within the digital data media (DDM) on a standard balloon drawing created by the supplier for the DDM.
 - The completed First Article Inspection Report for the purchased BHT Part Number shall accompany the FAI Unit. The container is to be identified “FIRST ARTICLE ENCLOSED” and the shipping document annotated accordingly. If the FAI Part is included within a shipment of other like parts, a tag or suitable method of identifying the FAI item is required.
 - Suppliers are required to maintain on file the applicable FAI reports for any product actively being provided to BHT.

- Supplier FAI Report and associated certifications/documents shall be uploaded to the Enovia FAI application in the Sell2Bell portal per the requirements noted below or as required by purchase order.

- ❖ **Boeing Products & Programs** *(SB15-045, Rev. B, 3/5/2015)*
 - Per AS9102 & LMI FAI_STD-001
 - Provide Supplier Code noted on D1-4426 APL.
 - Enter Process Code listed on D1-4426; if none, put “N/A”, Form 2, and Column 7.
 - MUST include Name and Address source on Form 2, Column 8

- ❖ **Bombardier** *(QD4.6-40, Section 7.5.1, Rev. 7 10/14 and Amendment 2, August 2016)*
 - Per AS9102 & LMI FAI_STD-001
 - Kits also require a FAIR – consisting of:
 - Actual configuration (kit number)
 - A list of all detail parts and / or sub-assembly part numbers.
 - A FAIR, in accordance with AS9102, for each detail part and/or sub assembly part number and the required quantity.
 - All hardware part numbers including the lot number and the required quantity.
 - FAIRs shall be submitted using the electronic on-line FAIR system “Net-Inspect”. Net-Inspect is the only approved vehicle to submit FAIRs unless otherwise authorized in writing by the Contract Authority.
 - **Note:** *For the Airbus program:* The FAIR shall include (In the comments; Column 13, Form 2) the actual weight and the last issue of the part, which can be located in the Part List of the drawing.

- ❖ **Embraer** *(EQR-Rev I, dated 12/15, Section 7.5.1.1, Sub-Section OPR7.511.09)*
 - Per AS9102 and LMI FAI_STD-001

- ❖ **gogo Air** *(Supplier Quality Requirements D14521, Rev. J 8/31/2016)*
 - Per AS9102 and LMI FAI_STD-001
 - The supplier shall forward the complete First Article Inspection along with applicable material or test data/certifications (e.g. painting, plating, composition, x-ray, functional testing, etc.) with the lot of parts.
 - The First Article Inspection along with applicable material or test data/certifications (e.g. painting, plating, composition, x-ray, functional testing, etc.) **shall be submitted electronically to AvaiationQuality@gogoair.com**

- ❖ **Gulfstream** *(AS9100 Quality System SQAR-9100, Section 6.1, Rev A, Dated 8-19-05)*
 - Per AS9102 and LMI FAI_STD-001
 - Form 2, Column 7; Finish and Process Codes per Part List.
 - Form 2, Column 8; Vendor Code per ASL.

- The First Article Inspection report must show evidence of acceptance by the supplier's quality assurance representative. The First Article(s) shall be produced on production equipment and using processes which will be utilized on production runs.
 - When requested by the customer, the First Article(s) may be performed on prototype articles to determine conformance status to available data.
 - Records of all First Article activity will be documented as required in AS9102, treated as quality / acceptance records, and made available to the customer if requested.
- ❖ **Honda Jet** (*HACI P 10-1, Section 5.2.3, Rev A, Date 10/15*)
- Per AS9102 and LMI FAI_STD-001
- ❖ **Israeli Aircraft Products & Programs** (*CAG 9000, Rev 11, Section 7.5.1 and Appendix B, October 2013*)
- Per AS9102 and LMI FAI_STD-001
 - Mark the item "First Article" or "FAI" with rubber stamp next to the part number identification.
 - Attach a serviceable tag or CoC to the article, with statement "First Article" and the "first Article" report number.
 - The First Article Inspection report shall accompany the shipment of First Article items delivered to IAI-CAG. An additional copy shall be stored with the manufacturing documentation.
 - Upon IAI-CAG request, the supplier shall scan the FAI reports and forward the data to IA in digital media.
- ❖ **Lockheed** (*QCS-001 Rev. D 3/1/2001, Quality Clause Q2A, 10/6/15*)
- Per AS9102 and LMI FAI_STD-001
 - In the case of a conflict between AS9102 and Quality Clause Q2A, the Quality Clause takes precedence.
 - Document completion of FAI shall be in the English language, as shall the record of requirements and results in the units specified on the drawing, DPD or specification.
 - Seller shall complete the FAI on the first production part – Exceptions or deferrals beyond the first production part will only be allowed with written authorization from the Buyer's assigned Supplier Quality Engineer (SQE).
 - Seller shall notify Buyer's assigned SQE, in writing, minimum of (5) business days prior to Seller procuring items or beginning any FAI Planning activity for the PO. Buyer's assigned SQE may elect to review or participate in Seller's FAI process at any time throughout the FAI process. Seller shall also notify Buyer's assigned SQE, in writing, minimum of five (5) business days prior to creating or starting any changes for a partial/delta FAI that affect items delivered under the PO.
 - Zero non-conformances allowed during the FAI
 - Successful manufacture, test and inspection of three (3) consecutive parts from three (3) consecutive and different lots/batches after the FAI item (FAI item plus 3 subsequent items). Validation is accomplished by the test and inspection of 3 parts from 3 consecutive and different

lots/batches with no defects to Buyer's requirements. A full FAI report is not required for these subsequent parts. However, objective evidence for the successful completion of these subsequent items is required. For the purposes of this Quality Clause, "different lots/batches" means that machines, tooling and fixture setups are torn down and re-setup, between production runs. Failure of any of the three (3) consecutive items will require root cause and corrective action (RCCA), and a successful full or partial FAI on the affected characteristics, followed by three (3) consecutive parts from three (3) consecutive and different lots/batches.

- Any non-conformance to LM Aero requirements **after FAI completion** requires root cause and corrective action by Seller, and Seller shall accomplish a partial or full FAI for all characteristics affected by any defect.

❖ **Mitsubishi Aircraft Corporation (MITAC) Products and Programs** (MSJ4064, Rev. NC, 10/18/14 Section 3.2.5)

- Per AS9102 and LMI FAI_STD-001

❖ **Northrop Grumman Products and Programs** (SQAR Revision Date 6/2/16; Section 3.1)

- Per AS9102 and LMI FAI_STD-001
 - Form 1, Fields 11, 12, 21, 22, 23 and 24 are considered mandatory for Northrop Grumman. All Conditionally Required (CR) fields on FAI Report Forms 2 and 3 SHALL be completed.
 - Any FAI report form generated shall not contain open fields. To ensure each field of the FAI has been reviewed, the supplier shall mark all open or unused fields "N/A".
 - The FAI Report will remain open (Not Complete) if Qualification Testing is required per Engineering and not accomplished at time of FAI part verification.
 - **Note 1:** When standard note I1005 is specifically referenced in the PO, Northrop Grumman's FAI review and approval is required for the 3 step FAI activities. Supplier shall contact their assigned QFE a minimum of 14 days prior to the supplier beginning any manufacturing activity. NGAS' QFE may elect to review and/or participate in supplier's FAI activity throughout the process.
 - **Note 2:** This section does not apply to JSTARS Overhaul Items, Project ID: JSTAR, and TSSRX. However, JSTAR Modification parts that are manufactured by the supplier as part of a JSTAR overhaul require a documented FAI.

❖ **Sikorsky** (ASQR-01, Revision 9, 2-2-2015; Section 7.5.1.1, ASQR-01 Main Text, Rev. K, 10/5/10, Section B)

- Per AS9102 and LMI FAI_STD-001
 - Form 1, Boxes 5 and 7 respectively, will record the revision of Sikorsky Field Sheet 1 (see example below)
 - Field Sheet (FS), Parts List Revision (PL), Vendor Operation Sheet (VOS) and Model Number and Revision.

LMI aerospace		SAE AS9102B Form 1: Part Number Accountability		Add New Page
				Sheet 1 of 1
1. Part Number: 70219-04203-115	2. Part Name: Stiffener	3. Serial Number: N/A	4. FAIR Number: 3215412/0001	
5. Part Revision Level: FS 1 = C, PL = A, VOS = *, 70219-04203-115-01	6. Drawing Number: 70219-04203	7. Drawing Revision Level: FS 1 = C, PL = A, VOS = *, 70219-04203-115-01	8. Additional Changes: EO 15248	
9. Manufacturing Process Reference: / 0001	10. Organization Name: LMI AEROSPACE, INC. AUBURN DIVISION	11. Supplier Code: N/A	12. P. O. Number:	
13. Detail Part: <input checked="" type="checkbox"/> X Assembly FAI: <input type="checkbox"/>	14. Full FAI: <input checked="" type="checkbox"/> X Partial FAI: <input type="checkbox"/> Baseline Part Number (Including Revision Level): N/A Reason For Partial FAI:			
<small>a) If above part number is a detail part only, go to field 19. b) If above part number is an assembly, go to the "INDEX" section below. INDEX of part numbers or sub-assembly numbers required to make the assembly noted above.</small>				

- Form 1, Field 11, Supplier Code: Record Member assigned Supplier Code.
- Form 1, Field 12, P.O. Number: record member Purchase Order Number
- Form 3, Field 14, for each characteristic: Record FAI Inspection Measuring Equipment used as a media of inspection. Record FAI Inspector Identification (e.g. signature, stamp, electronic authorization, etc.) used to signify the person that accomplished the inspection.
- Recurring and FAI Inspection tools will be noted on Form 3, Column 14 of AS9102
- UTC Production Part Approval Process (UPPAP) - Suppliers shall implement the UTC Production Part Approval Process per the requirements contained in ASQR-09.2 when invoked by drawing related documents, purchase order, or any other contractual requirement.
- When specified by the Member, the supplier shall utilize the Member's on line system to capture production process verification data and analysis.
- In addition to the First Article Inspection requirements detailed in ASQR Supporting Documentation – Main Text, Section 5: Product Inspection. The following is required for submittal to Sikorsky Aircraft Supplier Quality by way of purchasing for review and approval.
 - CMM Program
 - **NOTE:** An equivalent alternate method of inspection equipment is acceptable.
 - CMM Setup Sheet
 - Validation points in XYZ column format
 - –Include hole diameters as needed
 - – Validation points will be in accord with the requirements of section 6, paragraph O (ASQR-01 Main Text, Rev. K, 10/5/10)
 - ICL (Inspection Check List) in AS9102 format covering 100% of drawing features.
 - Bubble Conventional Inspection Sheet (CIS) for manually inspected features – Bubbles MUST correspond to line items on the ICL.
 - Checklist (SA6099)
 - All documentation MUST reference the Sikorsky part number and revision level.

- All images must be clear and legible.
- All documentation must be submitted electronically
- Handwritten documentation is NOT acceptable.
- **HOW TO SUBMIT A FIRST ARTICLE INSPECTION**
 - Contact Sikorsky Purchasing Agent via email.
 - Submit ONE part number per email.
 - Put Part Number and Sikorsky contracted revision level in subject line of the email. Note that the revision level is that of field sheet 1. In the case of MBD, the revision level referenced in subject line will be the same as the Engineering data sheet revision
 - Include SAC checklist (SA6099) with each submittal.
 - When submitting after an initial rejection, append the part number and revision shown in the subject line with the word “Update”.
 - **All documentation must be submitted electronically.**
- ❖ **Spirit** (MAA 1-10042-2B, 2/17/16; MAA 1-10042-2C, 4/2/14)
 - Per AS9100 and LMI FAI_STD-001
 - FAI must be approved by Spirit before shipment of parts. Approval must come through Spirit Supplier Quality or Delegated Source Inspector. All requests for Spirit Source Inspection must be submitted to Spirit a minimum of 24 hours in advance of inspection support. Requirement may be waived only by SQ manager.
 - The CMM/Faro Arm report does not need to be bubbled, but does need to correspond to the Engineering feature listed on Form 3 (i.e. profile Bubble #17, See CMM Report 92-114)d.
 - Form 1, Field 2 – Part Name MUST be as per schedule / BOM / PL.
 - Form 1, Field 6 – This field contains the Part Revision Level of the FAI part.
 - Form 1, Field 15 – **This field** contains the part number included in the assembly and items from the BOM included in the drawing, DPD, or next level assembly. Typically these are the part numbers, standard catalogue items, or sub assembly numbers required to complete the product noted in Field 1. **NOTE:** Modified standard catalogue items shall be listed on Form 2, Field 6.
 - Form 2, Field 7 – Not required, leave blank
 - Form 2, Field 8 – Supplier code, Supplier name, FULL address and supplier code of the organization performing the special processes OR supplying material. Supplier name and address may be used, when supplier code is not available or not adequate for identification.
 - **Note:** Use the supplier code assigned to the supplier by the customer of the FAI part. Include all leading zeros.
 - **Note:** If a supplier outsources a special process then list the information of the company that performs the special process including the applicable supplier code, company name, and full address.
 - Form 2, Field 10 – This field contains the CoC number (e.g., special process completion certification, raw material test report number, compliance report number, traceability number)

- **Note:** A Purchase Order is NOT sufficient to satisfy this requirement unless additional supporting is provided as noted above.
- Form 2, Field 11 – Functional Test Procedure number identified as a design requirement.
 - **Note:** Functional test procedures are NOT an in-process check. The Functional Test Plant (FTP) or Acceptance Test Procedure (ATP) is clearly defined as a test procedure and is clearly defined as a test procedure and is typically found in the Drawing Notes or part List or BOM/PL or DPD.
- Form 3, Field 5 - This field contains the unique assigned number for each design characteristic.
 - **Note:** A single design callout that applies to multiple characteristics may be recorded as one characteristic number.
 - **Note:** Datasets derived from MBD engineering may be used for characteristic mapping provided the organization is DPD approved in accordance with MAA1-10009-1, *Quality Assurance Standard for Digital Product Definition at Spirit Aero Systems Inc. Suppliers.*
- Form 3, Field 8 – For guidance on inputting GD&T symbols, link to the Spirit Partners Network (SPN) – Documents.
- Form 3 – Field 9 – Attribute Data – When Qualified Tooling (e.g., radius gauges) or Designed Tooling is used as a go/no-go gauge (reference SAE AS9102B, 4.7.3.b), record the results as an attribute (e.g., pass/fail)
- FAI requirements may be satisfied by previously approved FAIs performed on identical characteristics of similar parts produced by identical means. A partial FAI that addresses differences between the current configuration and prior approved configurations may be completed using only the affected fields in the FAI forms.
 - A partial (or re-accomplishment of the FAI) will be performed when any of the following events occurs:
 - 1. A change in the design affecting fit, form or function of the part
 - 2. A change in manufacturing source(s) (internal or external), process(s), inspection method(s), location of manufacture, tooling or materials, that can potentially affect fit, form or function
 - 3. A change in numerical control program or translation to another media that can potentially affect fit, form, or function
 - 4. A natural or man-made event, which may adversely affect the manufacturing process
 - 5. A lapse in production as specified by the Customer
 - B. Provide a separate report to the customer when a partial FAI is required
 - Last Article Inspection (LAI) shall be performed on a part or assembly prior to reallocation of the manufacturing site. LAI consists of full FAI activities content including all activities necessary to capture all manufacturing and inspection activities which are not formalized in the LAI packet.
- **ALL FAIs are to be submitted through Net-Inspect.**

❖ **Triumph – Vought Aircraft Product & Programs** (SQR-011 Rev. E, 11/30/16)

- Per AS9102 and LMI FAI_STD-001
- **ALL suppliers are required to utilize Net-Inspect.**
 - Form 1, Fields 11, 12 and 18 (as required) are considered Mandatory.
 - If the supplier is currently utilizing an electronic AS9102 based FAI process or is still utilizing a paper AS9102 form (either of which must include “customer directed” options), then you may include these as attachments after initiating and completing Form 1 in Net-Inspect in lieu of completing the Net-Inspect Form 2.
 - and Form 3.
 - If the supplier is furnishing kits to TA-VAD, a FAI must be performed and documented by the supplier for each item in the kit, as well as the kit level
 - For product procured in support of Airbus UK programs, Airbus UK FAI validation is required prior to shipment. Supplier shall contact TA-VAD procurement to schedule appropriate FAI review by TA-VAD / Airbus UK personnel.
 - **NOTE:** Supplier shall NOT contact AIRBUS UK representative directly. TA-VAD Source Inspection shall precede AIRBUS UK.
 - The FAI requirement can be satisfied by either a dimensional report of the part or a dimensional report of the Check Fixture tool being used as a means of product acceptance. This dimensional report of the Check Fixture tool will ensure that all critical features of the part are being validated. The following are required to use the tool to satisfy the dimensional verification of the part and/or assembly:
 - The tool will be identified
 - The tool will be validated by dimensional report to ensure that all critical features of the part and/ or assembly will be validated
 - The tool will be called out in the supplier’s planning
 - The tool will be periodically re-validated to assure it still complies with engineering requirements
 - The following items/documents (as applicable) shall become a part of the electronic record and shall be referenced and attached to the electronic FAI file for the applicable part number:
 - CMM Reports – point maps and set-up instructions are mandatory. o Identify CMM report to reflect the FAI report number, drawing number, revision & model release and Manufacturing process Reference.
 - Provide specific Point Maps – A sufficient number of mapped views should be provided to demonstrate point placement for all features and surfaces inspected including alignment points clearly labeled.
 - Copy of all rework travelers.
 - Photos (as applicable).
 - Material Certifications.
 - Process Certifications.
 - Test Reports / Results.

***This document is to be used in conjunction with FAI_STD-001
and the LMI Supplier Quality Requirements Manual (SQRM)***

- Copy of Vought furnished TSSP. Insure configuration note is bubbled or a note stating “See FAI ----- for location of TSSP”.
- Unique Characteristic Accountability – must correspond with unique identifier on bubbled drawing/sketch.
- Copy of shop traveler that represents the manufacturing process.
- Casting/Forging approvals (as applicable).
- Weld maps (as applicable).
- NDI/NDT techniques.
- Manufacturing plan approvals (as applicable).
- Withholding tabs (as applicable).
- Supplier Information Requests (as applicable).
 - **Note:**
 - a. Parts being shipped to Marshall Street, Hawthorne, Nashville, Red Oak, and Stuart facilities require the representative FAIs for those parts to be “**Approved**” by Triumph through Net-Inspect prior to being delivered.
 - b. Parts being shipped to Milledgeville and Tulsa facilities require the representative FAI’s to be uploaded into Net Inspect for review by Triumph prior to shipment.
 - This does not relieve the Supplier from any risk for delivering nonconforming product.
- When the Engineering is based on Digital Product Definition – the following guidelines shall be taken into account:
 - All features that are defined by the 3-D model must be included in the product acceptance plan and accounted for as part of the FAI documentation.
 - When the dimensional characteristics are not defined by either a standard linear tolerance or GDT feature control frame on the face of the model, these features are defined in the parts list and/or notes on the drawing.
 - Examples of un-dimensioned part characteristics include but not limited to, gage thickness, surface locations, and part periphery.
 - The FAI shall account for the entire engineering dataset (i.e., the general/flag notes, parts list, all features/characteristics per defined tolerances.)
 - TA-VAD’s first article review shall be performed on all parts. The TA-VAD FAI validation is required at the purchase order line item level. A TA-VAD quality representative shall validate that the supplier has performed the FAI’s on all detail components below the line item level where applicable. The supplier shall make available any detail FAI as requested by the quality assurance representative.
 - Supplier shall notify TA-VAD in advance of the need for first article review. It is the responsibility of the Supplier to coordinate and schedule TA-VAD’s first article review as early during PO execution as practical. In addition to TA-VAD’s first article review, TA-VAD’s engineering drawing or TA-VAD’s written instruction may require an engineering first article evaluation. When required, supplier shall schedule and support this requirement similar to first article review.
- Initial Purchase Order (PO) Part Number may contain a “-FP” suffix utilized internally at TA-VAD to control work orders issued during the “Make to Buy”

transition. The related TA-VAD Planning instructions will direct the supplier to disregard the –FP suffix when identifying the part or assembly

- **Example:**
 - PO Part Number: 65B03500-5-FP
 - Planning ID Operation Text:
 - Supplier shall omit the –FP suffix when performing part marking activity.
 - For example: 65B03500-5-FP shall be part marked as 65B03500-5
- **NOTE:** Production of deliverable items prior to TA-VAD's acceptance of FAI will be at supplier's own risk.

❖ **Triumph Fabrications – Hot Springs Specific Requirements** (SQAM001 App A Rev. E (QADF7.4.1.6.1.1 H rev E))

- Per AS9102 and LMI FAI_STD-001
- **ALL suppliers are required to utilize Net-Inspect.**
 - **QS02 Sikorsky “M” Model FAI Requirements:**
The Supplier is to utilize the existing FAI for listed items provided that the FAI is current to the AS9100/AS9102A requirements. If the listed item was previously supplied to Sikorsky under a previous revision of SAE AS9102, the previous FAI forms will be accepted provided that the product does not require a delta FAI per SAE AS9102 Rev. A, Section 5.3. If the listed item requires a delta FAI, Supplier shall ensure the delta FAI reflects Triumph Fabrications-Hot Springs as the customer. ASQR-01 FAI requirements are applicable for this purchase order.
- **6. Section Six - Supplier First Article Inspection Requirements** (SQAM001 Rev C 10/5/2015)
 - **6.1. First Article Inspection Requirements Overview**
 - A complete FAI must be submitted prior to shipment of product.
 - The supplier must be able to demonstrate that the intent of FAI was successfully accomplished, and show objective evidence thereof. *The supplier will ensure FAI's submitted on behalf of sub-tier suppliers have been reviewed and are compliant with the requirements of this document.*
 - Suppliers that proceed at risk and produce products prior to acceptance of the First Article by the appropriate Triumph Business Unit shall not have recourse to recover losses resultant from a failed First Article. All costs associated with the result of a rejected supplier First Article produced at risk by the supplier, shall be borne by the supplier.
 - Suppliers can proceed without risk to themselves (at Triumph Group risk) only when the supplier is authorized in writing by the appropriate Triumph Group Business Unit.
 - **6.2. First Article Requirements**
 - First Articles are performed in accordance with AS9102.
 - Prior to shipment of production parts, Triumph suppliers are required to perform First Articles in accordance with AS9102.

- This data is to be developed and documented in accordance with methods prescribed within SAE AS9102 - Aerospace First Article Inspection Requirement (**latest revision**). Suppliers are to utilize the forms associated with this standard where possible. A supplier's equivalent forms may be used in place of those contained within SAE AS9102, provided all content prescribed within SAE AS9102 is included.
- Along with the First Article report, the supplier shall include "all supporting documentation" **as required per Triumph Business Unit purchase order or Quality Requirement.**
 - Supplier First Articles will be submitted in accordance with Purchase order requirements.
 - Unless otherwise authorized, a copy of the completed First Article Inspection Report shall be provided to the appropriate Triumph Business Unit for its review and approval.
 - The supplier is required to retain the master First Article reports and associated data as described in 5.5, Record Retention and maintain the FAI records ready for review by Triumph or appropriate Triumph Business Units upon request.
 - With the exception of catalog or standard hardware, raw materials Certificates of Conformance (C of C) are not an acceptable substitute for full chemical and physical certification (mill certifications) on First Article Units.
 - For critical and other select parts, Triumph Business Unit's may elect to have the supplier withhold their First Article submission in order to allow Triumph Business Unit's Supplier Quality to conduct a verification of the First Article part and data at the supplier's production facility. Arrangements for this type of review will be addressed by a specific Triumph Business Unit's Quality Assurance Requirements and shall be coordinated in advance between the appropriate Triumph Business Unit and the supplier.
- **First Article Build Package**
 - The FAI will not be considered complete until all build package issues are resolved. The build package consists of:
 - Engineering,
 - Specifications,
 - Planning,
 - Tooling,
 - Purchase Order,
 - Numerically Controlled Equipment Data (as applicable).
 - The FAI requirement shall continue to apply even after initial compliance. Partial or complete re-accomplishment of the FAI for affected characteristics is required for the following events:

- A change in the design affecting the form, fit or function of part,
 - A change in manufacturing source(s), processes, processors, inspection method(s), location, tooling or material with the potential of affecting form, fit or function,
 - When required as part of a corrective action for a part number with repetitive rejection history (typically a part with three repeated rejections or as required by the customer),
 - A change in numerical control program or translation to another media,
 - A natural or man-made occurrence, which may adversely affect the manufacturing process,
 - A lapse in production for two years or as specified by a specific Triumph Business Unit Purchase Order Quality Requirement.
- **Supplier Sub-Assembly and Kit First Article**
- When the supplier chooses to procure subassemblies and parts, these FAI requirements shall be imposed by the supplier upon the sub-tier supplier. These requirements in no way limit, supersede, or abrogate any contractual obligations specified in Triumph's procurement document.
 - If the supplier is furnishing kits, a FAI must be performed and documented by the supplier for each item in the kit, as well as the kit level part number.
- **First Article Digital Product Definition (DPD)**
- When the engineering is based on Digital Product Definition the following guidelines shall be taken into account:
 - All features that are defined by the 3-D model must be included in the product acceptance plan and accounted for as part of the FAI documentation.
 - When the dimensional characteristics are not defined by either a standard linear tolerance or GD&T feature control frame on the face of the model, these features are defined in the parts list and / or notes on the drawing.
 - Examples of un-dimensioned part characteristics include but not limited to, gage thickness, surface locations, and part periphery.
 - The FAI shall account for the entire engineering dataset (i.e., the general / flag notes, parts list, all features / characteristics per defined tolerances).
 - To facilitate Triumph Business Unit's identification and verification of First Article parts and data, suppliers are required to identify the part tagging or packaging by a suitable means that conspicuously identifies the First Article part as such.
 - First Article Parts shall be identified as First Article.

▪ **Triumph Review and Approval of Individual Part First Article Submissions**

- Triumph Business Unit's Quality Assurance personnel will review the First Article inspection report data for compliance to engineering requirements and for required content in accordance with SAE AS9102. Triumph Business Units may also re-inspect parts to validate supplier First Article reports.
- If applicable, suppliers will be notified of the rejection of their First Article submission through the appropriate Triumph Business Unit.
- Rejected First Articles will require resubmission of the complete or partial First Articles data and where requested, parts. Partial or complete re-accomplishment of the First Article Inspection for affected characteristics is required for changes in product design; any change in the supplier's manufacturing process, or other events as prescribed within SAE AS9102 and this document.
- Triumph Business Unit's may also require any sample parts used in the First Article process. Triumph Business Unit's Quality Assurance personnel reserve the right to review the First Article parts and associated data to assure supplier compliance to engineering requirements and for required content in accordance with AS9102.
- A rejected First Article may result in the issuance of a Supplier Corrective Action Request by the respective Triumph Business Unit in order to identify the reason the rejected First Article was not detected by the supplier's Quality System.
- Triumph Review and Validation of Supplier First Article Processes
- Where appropriate, Triumph Business Unit's Supplier Quality may utilize a specifically tailored Process Review in order to validate the thoroughness and effectiveness of those processes developed and deployed by individual suppliers for purposes of generating and verifying their First Article documentation in accordance with SAE AS9102. Those suppliers whose processes are successfully validated in this manner will still be required to transmit their First Article Inspection reports along with the labeled part from which the data was derived, but will not be required to seek Triumph First Article Verification approval for individual parts prior to commencing ongoing production shipments.