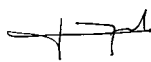
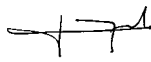


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<u>TITLE :</u> SAFETY CLASS I PARTS MANAGEMENT						
<u>Summary :</u> This document define the common handling of all parts defined as Safety Class I during the Production Investment and production phase of the NH90 Programme.						
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<u>Delegated authority(ies)</u> Authorized by : Signature : Date :		GIOLA QAT3/03 03/04/03 AG	MARTIN QAT3/03 03/04/03 EC	BRAUNER QAT3/03 03/04/03 ECD	MOORE e-mail 17/04/03 FK	GUIGNARD  17/04/03 NHI



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Issue

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1 PURPOSE

This document define the common handling of all parts defined as Safety Class I during the Production Investment and production phase of the NH90 Programme.

2 REFERENCE DOCUMENT

- Classification and procedure for structural and mechanical parts: MD N000N0804E01.

3 DEFINITIONS

Parts

One piece, or two or more pieces joined together which are not normally subject to disassembly without destruction of designed use.

Safety Class I.

All parts whose failure during ground or flight operation could cause catastrophic effect to the aircraft. This class is divided in two sub-classes:

- class I_a (Critical parts): parts which have no additional margin in reference to the one required, in terms of fatigue safe service life or damage tolerance characteristics.
- class I_b (Important parts): parts which have additional margin in reference to the one required, in terms of fatigue safe service life or damage tolerance characteristics.

- Invariable Defined Process** means that the permanence of substantiation is guaranteed through processes control and by freezing of manufacturing and inspection operations, as defined by Engineering and Quality departments.
- Traceability** means that the part and the manufacturing condition must be traceable by documents back to the material batch.

4 REQUIREMENTS FOR CLASSIFIED PARTS

Thanks to the safety classification and taking account of design characteristics, the classified parts will be submitted to specific requirements regarding procurement, manufacture, inspection and maintenance.

- For Class I_a parts, the "Invariable Defined Process" is required.
Specific requirements shall be detailed in internal Partner Company documents/rules.
- For Class I_b parts, the "Invariable Defined Process" is not mandatory.
Specific requirements shall be detailed in internal Partner Company documents/rules.

Note: Each company shall define his own "Invariable Defined Process" in a specific document, including the invariable manufacturing and quality control parameters.

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5 APPLICABLE RULES AND PROCEDURES.

Traceability and marking are mandatory for all the Class I_a parts.

Note: For Class I_b parts, according to Partner Company internal rules.

5.1 DESIGN.

All parts, welding and bonding assemblies, have been classified by the Engineering department according to the document: "Classification and procedure for structural and mechanical parts": QD N000N0804E01.

The safety class number of a part is indicated on design documents.

Note: On Fokker drawings Class 1 and 2 are used in place of Class I_a and I_b respectively. This note does not apply to drawings produced by SP aerospace and vehicle systems who use the I_a and I_b classification.

| The safety class number of the assembly itself is indicated on assembly part list cartouche.

For Class I_a parts:

The following indications, at least, are marked on definition, production and quality documents:

- "Class I_a"
- "Invariable Defined Process".

Additional Partner Company rules may be applied.

Identification

The identification of a part includes, at least:

- the part number,
- an individual serial number or a batch number,
- the supplier identification.

For Class I parts:

- the safety class number is indicated on manufacturing, quality control and maintenance documents (for Class I_a only)
- an individual serial number (or a batch number in case of parts too small to be individually marked) is affected for Class I_a parts and for parts to be followed up during service life.

Additional Partner Company rules may be applied.

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5.2 MANUFACTURING OF CLASS I_a PARTS

The Production department will have to observe the existing organisation. This includes, writing and storage of manufacturing sheets, use of modification circuits, methods and means, and operator's check.

Manufacturing procedures, processes, operations or parameters, which are frozen, shall not be modified without the Quality and Design office approval, according to Partner Company internal rules.

Manufacturing follow up record sheets shall be stored for a period of the life cycle of the aircraft (at least 30 years).

5.3 QUALITY

Inspection methods are as described in the inspection documents. Every design characteristics is to be guaranteed.

Inspection operations will be left to the Quality department appreciation.

Specific inspection operations may be required, by the Engineering department.

Quality procedure may be necessary in some cases. Such documents may be required, by the Engineering department in accordance with the Quality department.

5.4 MAINTENANCE

Specific instruction may be reported in maintenance documents according to Engineering department requirements, especially for Class I_a parts.

All manufacturing procedures and process used for Class I_a parts repairing shall fulfil the requirements applicable to Class I_a parts manufacturing.

5.5 SUPPLIERS

Each Partner Company shall specify, in his subcontracts, the requirements concerning the classification and the related management of parts.

These requirements shall comply with the present document.