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Electronic Parts Management

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ABSTRACT

The purpose of this document is to specify the requirements for Electronic Parts Management for Suppliers. The scope of the requirements is all electrical, electronic, and electromechanical (EEE) components used in Equipment installed in Boeing Commercial Airplane products.

KEY WORDS Electronic Component Management Plan
Obsolescence Management Plan
Lead-free Control Plan
Counterfeit Parts Management Plan
COTS Assembly Management Plan

ACRONYMS, ABBREVIATIONS AND SYMBOLS

BCA	Boeing Commercial Airplane
CAMP	COTS Assembly Management Plan
ECMP	Electronic Component Management Plan
EEE	Electrical, Electronic, and Electromechanical
OMP	Obsolescence Management Plan
LFCP	Lead-free Control Plan
CPFP	Counterfeit Parts Control Plan
IEC	International Electrotechnical Commission
IECQ	(assessment body for IEC)
PRI	(assessment body for SAE)

REFERENCES

(The references listed here do not include revision designations or publication dates. The requirements in Clauses 2 and 3 of this document are for compliance to the revisions that are current at the time compliance is demonstrated.)

SAE EIA STD-4899, Requirements for an Electronic Components Management Plan, SAE International.

SAE AS5553, Fraudulent/Counterfeit Electronic Parts; Avoidance, Detection, Mitigation, and Disposition, SAE International.

SAE GEIA-STD-0005-1, Performance Standard for Aerospace and High Performance Electronic Systems Containing Lead-free Solder, SAE International.

SAE STD-0016, Standard for Preparing a MSMS Management Plan, SAE International.

SAE EIA-933. Requirements for a COTS Assembly Management Plan, SAE International.

IECQ 03-4, Rules of Procedure – Part 4: IECQ ECMP Scheme – Avionics Assessment Program Requirements, IECQ

1.0 INTRODUCTION

The intent of this document is for Suppliers to define, document and implement *Plans* to manage EEE parts and commercial-off-the-shelf (COTS) assemblies that ensures Boeing Commercial Airplanes (BCA) cost-effective, functional, and reliable electronic equipment. The Suppliers are responsible for defining and implementing the requirements that are documented in their *Plans*.

1.1 Purpose

The purpose of this document is to specify Supplier Electronic Parts and COTS Assembly Management requirements.

1.2 Scope

This document applies to all EEE Parts and COTS Assemblies installed in BCA products.

2.0 REQUIREMENTS

The *requirements* defined herein are applicable to Supplier EEE Parts and COTS Assembly Management Plans. Plans not satisfying these requirements, or components not managed in accordance with an approved plan, ***shall*** require a deviation.

2.1 Electronic Components.

All Suppliers delivering Products containing EEE components shall develop and implement an Electronic Component Management Plan (ECMP) that conforms to the current revision of SAE EIA-STD-4899.

2.2 Counterfeit Electronic Parts

All Suppliers delivering Products containing EEE components shall develop and implement a Counterfeit Parts Control Plan (CPCP) that conforms to the current revision of SAE AS 5553.

2.3 Pb-Free Electronics

All Suppliers delivering Products containing EEE components shall develop and implement a Lead-free Control Plan (LFCP) that conforms to the current revision of SAE GEIA-STD-0005-1.

2.4 Obsolescence

All Suppliers delivering Products containing EEE components shall develop and implement an Obsolescence Management Plan (OMP) that conforms to the current revision of SAE STD-0016.

2.5 COTS Assemblies

All Suppliers delivering Products containing EEE COTS Assemblies shall develop and implement a COTS Assembly Management Plan (CAMP) that conforms to the current revision of SAE EIA-933.

2.6 Flow down

If part or all of Supplier equipment is designed or manufactured by subcontractors, the Supplier shall document that the equipment complies with each of the requirements herein, as follows:

2.6.1 Electronic Components

Compliance shall be obtained by one of the following, in order of preference:

(a) The supplier flows down the requirement for all subcontractors to manage the EEE components according to an ECMP that conforms to the current revision of SAE EIA-STD-4899;

(b) The supplier verifies all subcontractors' products satisfy the requirements of the current revision of or SAE EIA-STD-4899.

2.6.2 Counterfeit Electronic Parts

Compliance shall be obtained by one of the following, in order of preference:

(a) The supplier flows down the requirement for all subcontractors to manage the EEE components according to a CPCP that conforms to the current revision of SAE AS5553;

(b) The supplier verifies that all subcontractors' products satisfy the requirements of the current revision of SAE AS5553.

2.6.3 Pb-free Electronics

Compliance shall be obtained by one of the following, in order of preference:

(a) The supplier flows down the requirement for all subcontractors to manage the EEE components according to an LFCP that conforms to the current revision of SAE GEIA-STD-0005-1;

(b) The supplier verifies that all subcontractors' products satisfy the requirements of the current revision of SAE GEIA-STD-0005-1.

2.6.4 Obsolescence

Compliance shall be obtained by one of the following, in order of preference:

(a) The supplier flows down the requirement for all subcontractors to manage the EEE components according to an OMP that conforms to the current revision of SAE STD-0016;

(b) The supplier verifies that all subcontractors' products satisfy the requirements of the current revision of SAE STD-0016.

2.6.5 COTS Assemblies

(a) The supplier flows down the requirement for all subcontractors to manage the EEE components according to a CAMP that conforms to the current revision of SAE EIA-933;

(b) The supplier verifies that all subcontractors' products satisfy the requirements of the current revision of SAE EIA-933.

2.7 Focal

The Supplier ***shall*** designate an individual or team to serve as the primary interface between the Supplier and outside parties in all matters relating to this requirement.

3.0 VERIFICATION

3.1 Electronic Components

3.1.1 Plan Conformity Assessment

The supplier shall have an ECMP that conforms to the current revision of SAE EIA-4899, and approved by Boeing.

The deliverable for this requirement is a submittal of the supplier's ECMP with the 'Part' identified as 'Parts Management Plan' and Data Item Description (DID), identified as 'ECMP' in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to Boeing or within three months of receipt of this document, whichever comes last. The ECMP approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the ECMP shall be resubmitted for disposition. Absent significant changes, the ECMP shall be resubmitted every three years.

3.1.2 Plan Implementation Assessment

The supplier shall have objective evidence that the supplier's internal processes documented in the Boeing-approved ECMP are implemented in the supplier's

operations, The evidence shall be in the form of a certificate from an accredited third party assessment organization, such as IECQ; or alternatively, a communication from Boeing that Boeing has approved the supplier's implementation of the documented processes.

The deliverable for this requirement is a submittal of the evidence of ECMP approval with the 'Part' identified as 'Parts Management Plan Implementation' and Data Item Description (DID), identified as 'ECMP Plan implementation' in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to Boeing or within three months of receipt of this document, whichever comes last. The ECMP implementation approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the evidence of ECMP implementation approval shall be resubmitted for disposition. Absent significant changes, the evidence of the ECMP implementation approval shall be resubmitted every three years.

3.2 Counterfeit Electronic Parts

3.2.1 Plan Conformity Assessment

The supplier shall have a CPCP that conforms to the current revision of SAE AS5553, and approved by Boeing or PRI.

For CPCP approved by Boeing, the deliverable for this requirement is a submittal of the supplier's CPCP with the 'Part' identified as "Counterfeit Parts Control Plan," and Data Item Description (DID), identified as "CPCP" in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to BCA or within three months of receipt of this document, whichever comes last. The CPCP approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the plan shall be resubmitted for disposition. Absent significant changes, the plan shall be submitted every three years.

The deliverable for this requirement is either:

(1) submittal of the CPCP and a certificate of approval by PRI, with the 'Part' identified as "Counterfeit Parts Control Plan," and Data Item Description (DID), identified as "CPCP" in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to BCA or within three months of receipt of this document, whichever comes last. The CPCP approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the plan shall be resubmitted for disposition. Absent significant changes, the plan shall be submitted every three years.

Or

(2) submittal of the supplier's CPCP with the 'Part' identified as 'Counterfeit Parts Control Plan' and Data Item Description (DID), identified as 'CPCP' in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to Boeing or within three months of receipt of this document, whichever comes last. The CPCP approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the CPCP shall be resubmitted for disposition. Absent significant changes, the CPCP shall be resubmitted every three years.

3.2.2 Plan Implementation Assessment

The supplier shall have objective evidence that the supplier's internal processes documented in the Boeing- or PRI-approved CPCP are implemented in the supplier's operations, The evidence shall be in the form of a certificate from an accredited third party assessment organization, such as IECQ or PRI; or alternatively, a communication from Boeing that Boeing has approved the supplier's implementation of the documented processes.

The deliverable for this requirement is a submittal of the evidence of CPCP approval with the 'Part' identified as 'Counterfeit Parts Control Plan Implementation' and Data Item Description (DID), identified as 'CPCP Plan implementation' in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to Boeing or within three months of receipt of this document, whichever comes last. The CPCP implementation approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the evidence of CPCP implementation approval shall be resubmitted for disposition. Absent significant changes, the evidence of the CPCP implementation approval shall be resubmitted every three years.

3.3 Lead-free (Pb-Free) Electronics

3.3.1 Plan Conformity Assessment

The supplier shall have an LFCP that conforms to the current revision of SAE GEIA-STD-0005-1, and approved by Boeing.

The deliverable for this requirement is a submittal of the supplier's LFCP with the 'Part' identified as "Lead-free Control Plan", and Data Item Description (DID) identified as "LFCP" in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to BCA or within 3 months of receipt of this document, whichever comes last. The LFCP approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the plan shall be resubmitted for disposition. Absent significant changes, the plan shall be submitted every three years.

3.3.2 Plan Implementation Assessment

The supplier shall have objective evidence that the supplier's internal processes documented in the Boeing-approved LFCP are implemented in the supplier's operations, The evidence shall be in the form of a certificate from an accredited third party assessment organization, such as IECQ; or alternatively, a communication from Boeing that Boeing has approved the supplier's implementation of the documented processes.

The deliverable for this requirement is a submittal of the evidence of ECMP approval with the 'Part' identified as 'Lead-free Control

Plan Implementation' and Data Item Description (DID), identified as 'LFCP Plan implementation' in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to Boeing or within three months of receipt of this document, whichever comes last. The LFCP implementation approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the evidence of LFCP implementation approval shall be resubmitted for disposition. Absent significant changes, the evidence of the LFCP implementation approval shall be resubmitted every three years.

3.4 Obsolescence

3.4.1 Plan Conformity Assessment

The supplier shall have an OMP that conforms to the current revision of SAE STD-0016, and approved by Boeing.

The deliverable for this requirement is a submittal of the supplier's OMP with the 'Part' identified as "Obsolescence Management Plan", and Data Item Description (DID) identified as "OMP" in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to BCA or within 3 months of receipt of this document, whichever comes last. The OMP approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the plan shall be resubmitted for disposition. Absent significant changes, the plan shall be submitted every three years.

3.4.2 Plan Implementation Assessment

The supplier shall have objective evidence that the supplier's internal processes documented in the Boeing-approved OMP are implemented in the supplier's operations, The evidence shall be in the form of a certificate from an accredited third party assessment organization, such as IECQ; or alternatively, a communication from Boeing that Boeing has approved the supplier's implementation of the documented processes.

The deliverable for this requirement is a submittal of the evidence of OMP approval with the 'Part' identified as 'Obsolescence Management Plan Implementation' and Data Item Description (DID), identified as 'OMP Plan implementation' in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to Boeing or within three months of receipt of this document, whichever comes last. The OMP implementation approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the evidence of OMP implementation approval shall be resubmitted for disposition. Absent significant changes, the evidence of the OMP implementation approval shall be resubmitted every three years.

3.5 COTS Assemblies

3.5.1 Plan Conformity Assessment

The supplier shall have a CAMP that conforms to the current revision of SAE EIA-933, and approved by Boeing.

The deliverable for this requirement is a submittal of the supplier's CAMP with the 'Part' identified as "COTS Assembly Management Plan", and Data Item Description (DID) identified as "CAMP" in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to BCA or within 3 months of receipt of this document, whichever comes last. The CAMP approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the plan shall be resubmitted for disposition. Absent significant changes, the plan shall be submitted every three years.

3.5.2 Plan Implementation Assessment

The supplier shall have objective evidence that the supplier's internal processes documented in the Boeing-approved CAMP are implemented in the supplier's operations, The evidence shall be in the form of a certificate from an accredited third party assessment organization, such as IECQ; or alternatively, a communication from Boeing that Boeing has approved the supplier's implementation of the documented processes.

The deliverable for this requirement is a submittal of the evidence of ECMP approval with the 'Part' identified as 'COTS Assembly Management Plan Implementation' and Data Item Description (DID), identified as 'CAMP Plan implementation' in the Boeing BR&T environment of the Customer and Supplier Data Transmittal (CSDT) System. The first submittal shall be at the time of the first product delivery to Boeing or within three months of receipt of this document, whichever comes last. The CAMP implementation approval is valid for three years after the date of Boeing approval unless there is a significant change, in which case the evidence of CAMP implementation approval shall be resubmitted

for disposition. Absent significant changes, the evidence of the CAMP implementation approval shall be resubmitted every three years.

3.6 Flow down

The supplier shall document and make available to Boeing upon request objective data to verify that all requirements herein have been satisfied by the supplier supply chain.

3.6.1 Electronic Components

(a) Objective evidence that the supplier has verified that the subcontractor's ECMP conforms to the current revision of SAE EIA STD-4899.

(b) Objective evidence that the supplier has verified that the subcontractor's products satisfy the requirements of the current revision of SAE EIA-STD-4899, according to tests or analyses conducted by either the supplier or the subcontractor, and approved by Boeing.

3.6.2 Counterfeit Electronic Parts

(a) Objective evidence that the supplier has verified that the subcontractor's CPCP conforms to the current revision of SAE AS 5553.

(b) Objective evidence that the supplier has verified that the subcontractor's products satisfy the requirements of the current revision of SAE AS 5553, according to tests or analyses conducted by either the supplier or the subcontractor, and approved by Boeing.

3.6.3 Pb-free Electronics

(a) Objective evidence that the supplier has verified that the subcontractor's LFCP conforms to the current revision of SAE GEIA-STD-0005-1.

(b) Objective evidence that the supplier has verified that the subcontractor's products satisfy the requirements of the current revision of SAE GEIA-STD-0005-1, according to tests or analyses conducted by either the supplier or the subcontractor, and approved by Boeing.

3.6.4 Obsolescence

(a) Objective evidence that the supplier has verified that the subcontractor's OMP conforms to the current revision of SAE STD-0016.

(b) Objective evidence that the supplier has verified that the subcontractor's products satisfy the requirements of the current revision of SAE STD-0016, according to tests or analyses conducted by either the supplier or the subcontractor, and approved by Boeing.

3.6.5 COTS Assemblies

(a) Objective evidence that the supplier has verified that the subcontractor's COTS Assembly Management Plan conforms to the current revision of SAE EIA-933.

(b) Objective evidence that the supplier has verified that the subcontractor's products satisfy the requirements of the current revision of SAE EIA-933, according to tests or analyses conducted by either the supplier or the subcontractor, and approved by Boeing.

Active Page Record

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Revision Record

Revision Letter	**A**
Changes in This Revision	Although the intent of the original document was preserved, the document was restructured. Section 3 was rewritten; Section 4 was expanded; and Appendixes E,F,G,H, and I were also added.
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Revision Record

Revision Letter **B**

Changes in This Revision

Although the intent of Rev. A has been preserved, the document structure and approach have been completely revised (i.e. objective-based rather than prescriptive). Specifically, Section 2 is now a set of objectives to be achieved by an ECMP, Section 3 conveys Boeing's expectations of supplier plans, Section 4 is a set of guidelines to assist suppliers in writing their plans, and most of the Appendices have been deleted except for substantial revisions made to Appendices F (which is now B) and G 9which is now A). In addition, ECMP has been expanded to address parts obsolescence (paragraph 4.1.6).This revision of the document was created in PC/MS Word Version 7.0 and is filed under ECMP.DOC.

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APPROVAL:	E.F. Weener	B-E-500 Org. Number	08-18-97 Date
DOCUMENT RELEASE:	B Swanson	 Org. Number	08-18-97 Date

Revision Record

Revision Letter	**C**
Changes in This Revision	The document has been completely re-written. In general, the requirements have been replaced with a reference to the ECMP industry standard IEC TS 62239. In addition, references to the industry standard GEIA-STD-0005-1 for lead-free electronics and SAE AS5553 for counterfeit electronic parts have been added.
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		Org. Number	Date

Revision Record

Revision Letter	**D**
Changes in This Revision	The title is changed from: Electronic Component Management Plan (ECMP), to: Electronic Parts Management. The content owner is changed from Electrical Standards (B-E214) to: Puget Sound BDS, BR&T (9M-MP-EWAD). The requirement for EEE Suppliers to develop and implement an Obsolescence Management Plan in accordance with TechAmerica STD-0016 is added. The references to the industry standards are revised.
Authorization for Release	

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DOCUMENT RELEASE:	Charlene J. Gerken	9M-ST-EUB0 Org. Number	July 23, 2013 Date

Revision Record

Revision Letter **E**

Changes in This Revision The requirements for EEE suppliers to develop and implement a Commercial-Off-The-Shelf (COTS) parts management plan in accordance with SAE EIA-933 is added. All references to industry standards are revised and updated to the current requirements as of this release.

Authorization for Release

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