|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Supplier Name: | | | | | Supplier #:       D&B: | |
| Supplier Address : | | | | | City:: | |
| State: | | | | | Date: | |
| Select applicable Program:  F-35  C-130  F-16  F-22  C-5  Other (describe) | | | | | | |
| PO: | PO Line Item: | Qty: | | P/N: | | Part Revision: |
| S/N: (List) | | | Packing Slip / Shipping Document No. | | | |

Checklist completed by:       Date:

| ***STATUS: Acceptable = Yes Not Acceptable = No Not Applicable = N/A*** | | | | | |
| --- | --- | --- | --- | --- | --- |
| **Item** | **Requirement** | **Yes** | **No** | **N/A** | **Comments** |
| **DOCUMENTATION VERIFICATION** | | | | | |
| 1. | Have Seller rejection documents on the parts presented been dispositioned and closed, including Supplier Quality Assurance Reports (SQARS)? |  |  |  |  |
| 2. | If the hardware is F35 PoHAP, have all assembly characteristics been verified to the applicable specifications? |  |  |  |  |
| 3. | Do serial numbers (S/N) on delivery records match those on the parts and the records retained by the Seller? |  |  |  |  |
| 4. | If First Article Inspection (FAI) is a requirement, was the FAI performed and is the appropriate FAI report complete and accurate? (Verify that no events have occurred since last performance of FAI that meet the entrance criteria for a new partial or complete FAI.) |  |  |  |  |
| 5. | Are appropriate dates, signatures, and stamps, as required, on test data records, route cards or travelers? |  |  |  |  |
| 6. | If applicable, has Seller used approved material sources and processes imposed via LM Aero specifications and/or EMAP, approved processors per QSC-001 and have the appropriate testing requirements been met? |  |  |  |  |
| 7. | Did Seller provide evidence to verify material type and condition are / were in their appropriate type/state at the beginning of the build process as well as when all manufacturing/machining/processing were completed? |  |  |  |  |
| 8. | Do the parts have IUID requirements? |  |  |  |  |
|  | If yes, has Seller uploaded IUID data to I-GUIDES? |  |  |  |  |
| 9. | If Seller’s contract includes requirement for an Electronic Equipment Log (EEL) [SDRL J0825 for F35] for the hardware. Was evidence of uploaded EEL(s) provided by DQIM to the supplier for evidence of compliance prior to or at conductance of End Item Acceptance?  If the supplier cannot provide evidence, DQIM and the Buyer must be contacted immediately for resolution. The DQIM help link is: [jsf-dqim-supplier-issue.gr-aero@lmco.com](mailto:jsf-dqim-supplier-issue.gr-aero@lmco.com) |  |  |  |  |
| 10. | If applicable, has Seller ensured completion of Government Source Inspection (GSI) and has evidence been provided to the assigned Supplier Quality Engineer?  If Seller has been issued a GSI Verification Delegation Letter, this verification may be performed by Seller’s delegated personnel. |  |  |  |  |
| 11. | If the Seller’s contract includes requirements for “Q1R” Commercial Conformity Certification for hardware, evidence must be obtained & presented to DMIR (Designated Manufacturing Inspection Representative) or DAR (Designated Airworthiness Representative) in compliance with FAA requirements.  Did the Supplier complete & sign FAA form 8130-9 statement of conformity, attesting that the articles are in conformity with the approved design data and/or account for all deviations?  {Only in this manner can the FAA ascertain that the test articles are true representations of the proposed test articles per 14CFR, part 21.53(b)}. |  |  |  |  |
| **VISUAL VALIDATION** | | | | | |
| 1. | Verify the workmanship of special characteristics, such as: finishes free of dings/dents, runs, blemishes, fish eyes, orange peel, contamination, etc. Are they of the correct color; safety wire installed correctly; etc.? |  |  |  |  |
| 2. | Is the part/assembly free from FOD? |  |  |  |  |
| 3. | Are part markings conforming on the following attributes, as applicable?  1) format compliant with program specification requirements  2) serial numbers legible and unique  3) P/N correct  4) criticality correctly marked and correct color  5) date of manufacture present  6) Seller test stamps present  7) cure dates present if applicable |  |  |  |  |
| 4. | Is the part/assembly free from indications of damage or repair which was not documented? |  |  |  |  |
| **DIMENSIONAL VALIDATION** | | | | | |
| 1. | Can Seller personnel validate dimensional compliance when verifying complex dimensions with the use of coordinate measuring machines (CMM) or when verification involves complex set‑ups? |  |  |  |  |
| 2. | Where Seller uses a sampling plan, does the plan comply with a recognized industry standard (e.g. ANSI Z1.4) and is Seller in compliance with the plan? |  |  |  |  |
| 3. | Did Seller provide evidence to verify dimensional limits are within tolerance after the application of inorganic finishes, such as plating, anodizing, coating, etc., and prior to application of organic finishes, such as primer, paint, etc. unless otherwise specified on the drawing? |  |  |  |  |
| 4. | If applicable, are check fixtures at same revision as the item being checked and is calibration status current? |  |  |  |  |
| **TESTING** | | | | | |
| 1. | Where required, have all Accepted Test Procedures (ATP), Environmental Stress Screening (ESS) and changes been approved by LM Aero and Seller? |  |  |  |  |
| 2. | Are the set up and test equipment as stated in the ATP and ESS procedures and any equipment substitutions at a level of precision and accuracy equivalent or better? |  |  |  |  |
| 3. | Do all gages and measuring instruments reflect current calibration status and is the calibration resolution able to validate the tolerance? |  |  |  |  |
| 4. | Is actual testing performed in task sequence as required by the ATP and ESS procedures? |  |  |  |  |
| 5. | Are environmental conditions (i.e., room temperature, humidity, pH or test specific temperature parameters) in compliance to requirements? |  |  |  |  |
| 6. | Are personnel certified for the test, when applicable? |  |  |  |  |
| 7. | Are special tests performed as specified in the ATP and ESS procedures, i.e. one test sample out of a lot of 20 or lot of 100 pieces? |  |  |  |  |
| **PACKAGING / SHIPPING** | | | | | |
| 1. | Does Seller’s packing design meet the specific requirements of PM-5010 and/or PM-801 for damage prevention? |  |  |  |  |
| 2. | Have all C of C’s (Certificate Of Conformance) been completed per Appendix QX/QJ requirements, and does shipment include copies of C of C’s and shipping documents both inside the packaging and outside the over-pack (reference consolidation packages PM -5010 sect 3.4 & 6.3) ? |  |  |  |  |
| 3. | Do inner and outer shipping containers indicate special handling labels or decals? (i.e., ESD controls, bar codes, HazMat, etc.) |  |  |  |  |
| 4. | Are all PO line items packaged and shipped per the PO requirements, i.e., as separate shipments to be received at destination as individual shipments? |  |  |  |  |
| 5. | Do shipping documents correctly reflect the following?  1) “Ship To” Address  2) LM Aero Purchase Order Number / Item # / Amendment #  3) Part Number and Revision Level  4) Seller Item Number (if applicable)  5) Part Description |  |  |  |  |
| 6. | If Seller’s contract includes requirements for “Q1R” Commercial Conformity Certification for hardware; was evidence obtained for Domestic & / or foreign shipping requirements in the form of Airworthiness Approval Tag (FAA 8130-3) and shipping container clearly marked with FAA conformity part in RED 3 inch letters? |  |  |  |  |