

9114

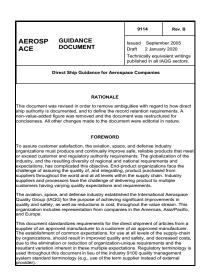
"DIRECT SHIP GUIDANCE FOR AEROSPACE COMPANIES"

CHANGE PRESENTATION IN SUPPORT OF JUNE 2020 – BALLOT PROCESS

IAQG 9114 Rewrite

 The ballot draft is a MINOR revision to the 2014 version of the standard in keeping with the current schedule of the IAQG updates

- Update includes
 - Removal of ambiguities with regard to how delegation authority is documented
 - Replacement of FAA specific language with language inclusive of other authorities
 - Clarification of record retention requirements
 - Removal of non-value-added figure





Core Team Members

- IDR & Project Lead Ed Bayne
- Americas SDR Barbara Capron
- European SDR Francisco Losada
- Asia Pacific SDR Tatsuya Shirai

AEROSP ACE	GUIDANCE DOCUMENT	9114	Rev. B			
		Issued September 2005 Draft 2 January 2020 Technically equivalent writings published in all IAQG sectors.				
Direct Ship Guidance for Aerospace Companies						

RATIONALE

This document was revised in order to remove ambiguities with regard to how direct ship authority is documented, and to define the record retention requirements. A non-value-added figure was removed and the document was restructured for conciseness. All other changes made to the document were editorial in nature.

FOREWORD

To assure customer satisfaction, the aviation, space, and defense industry organizations must produce and continually improve safe; entable products that meet or exceed customer and regulatory authority requirements. The globalization of the industry, and the resulting diversity of regional and national requirements and expectations, has complicated this objective. End-product organizations face the ablatings of assuming the quality of and fillings after grounds prochased from the contraction of the co

The aviation, space, and defense industry established the International Aerospace Quality Group (IAQG) for the purpose of achieving significant improvements in quality and safety, as well as reductions in cost, throughout the value stream. This organization includes representation from companies in the Americas, Asia/Pacific and Europe.

his document standardizes requirements for the direct shipment of articles from a supplier of an approved manufacture to a customer of an approved manufacture. The establishment of common expectations, for use at all levels of the supply-chain by organizations, should result in improved quality and safely, and decreased costs due to the elimination or reduction of organization-unique requirements and the resultant variation inherent in these multiple expectations. Regulatory terminology is used throughout this document in lieu of the industy 9100 quality management yealest attacked terminology (e.g. use of the term supplier instead of external

Ballot Draft 8 July 2020

International Aerospace Quality Group - Revision Progress

9114 Direct Ship Guidance for Aerospace Companies					Project Leader: Ed Bayne (IDR)
Date of last report:	Date of this report:	Current Status:		Strategy Stream Leader:	Sector Document Reps:
Jun 2020	Jul 2020	G		Alan Daniels	Barbara Capron (TL) Tatsuya Shirai
Initial Planned Completion Date: (From IAQG 105.1 Ap	May 2020 p B)	Current Estin Completion D		May 2021	Francisco Losada
Project description / benefits: Recent accomplish					st report):
Initial Goal – Complete rewrite/update of the standard to support a 1.Sent comment disposition log to SDRs for their inpu					

process that:

- Assess all questions/issues, that were raised since the last review, and their dispositions
- Results of the standard review to include a decision to cancel, revise, or re-affirm the standard

- 2.Incorporated comments from SDRs into disposition log.
- 3. Revised document to incorporate changes driven by IAQG members and SDRs.
- 4.Sent CD (both clean and track changes) to editing for final draft.

Unresolved issues & decisions needed (if any):

Next steps (30-60-90 day look ahead):

- 1.Prepare Rev. B for ballot.
- 2. Notify IAQG dictionary owner of changes to definitions.

9114 Coordination Draft

- The Coordination Draft (CD) ballot and comment disposition process was successfully completed in accordance with IAQG Procedure 105.3
- The process resulted in 31comments being received and and dispositioned by the writing team
- All key stakeholders were given the opportunity to review and provide input during the CD ballot process
- Minor changes were made to the writing as a result of the feedback received.



Key Changes

General:

- Language that was specific to FAA was removed in order to clarify that all Sectors use this document, not just the Americas
- Applicable documents were placed in the appropriate order according to the authorities' order of precedence
- A non-value-added figure (Direct Ship Overview) was removed, as the Direct Ship process is more clearly defined by the new Figure 1, Direct Ship Flow (previously Figure 2)

Key Changes Continued



Specific:

- The definition of "Article" was changed to remove the word "product", as a product (aircraft, aircraft engine, or propeller) cannot be an article
- Ambiguities with regard to how delegation authority is documented were addressed by indicating that delegation authority can be documented either in paper or electronic format
- A note was added to Statement of Compliance to indicate that, where a Statement of Compliance is required, a Certificate of Conformity is acceptable

Summary



- The revised 9114 standard represents a minor change to the Direct Ship Guidance for Aerospace Companies process
- All changes are aligned with the revision objectives and are needed to improve, innovate, add value and promote confidence in the Direct Ship process
- We need your ballot support to implement these much needed changes

