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Q17 - Post1Deliver

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1. APPLICABILITY:

- A. This Quality Clause Q17 is applicable to Sellers performing Maintenance, Repair, and Overhaul (MRO) or modification activities on non-OEM product and to Original Equipment Manufacturers (OEM) with maintenance, repair and overhaul operations acting autonomously from their manufacturing/production operations. This includes Aircraft Services, Component Repair facilities (e.g., back-shops remote or at location) and Alternate Repair Facilities.
- B. Q17 is not applicable when the Depot location operate to Program Partnering Agreements (PA) and Implementation Agreements (IA).

2. **DEFINITIONS**:

A. Aircraft Services:

Organizational Level (O-Level) Maintenance - occurs at the organizational unit level (e.g., by a single maintenance squadron as part of an aircraft wing) and is typically optimized for quick turn-around to enhance operational availability. Maintenance at this level typically consists of remove and replace (R&R) operations that replace failed or unserviceable Line Replaceable Units (LRU) with a spare or serviceable asset from inventory. Repair-in-Place (RIP) procedures are also common. Depot level (D-Level) - occurs in highly specialized repair depots or at OEM facilities. These sites are typically not at operating locations and usually have extensive diagnostic equipment and manufacturing capabilities. Aircraft overhauls and modifications are typically executed at this repair level.

B. Component Repair or Intermediate Level (I-Level) Maintenance: I-Level maintenance

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3. ALTERNATE REPAIR SOURCES:

- A. Seller shall perform repairs on this PO tear down, repair, re-assembly, and functional test of the item or detailed components is prohibited unless authorized in writing in advance by Buyer.
- B. Seller shall only have authority to perform repairs of items for which it has a capability rating listed in the Supplier Quality Management System (SQMS) at www.lockheedmartin.com/us/aeronautics/materialmanagement.html under www.lockheedmartin.com/us/aeronautics/materialmanagement.html under <a href="https://www.lockheedmartin.com/us/aeronautics/materialmanagement.html under https://www.lockheedmartin.com/us/aeronautics/materialmanagement.html under <a href="https://www.lockheedmartin.com/us/aeronautics/materialmanagem
- C. Approved Processors on Buyer-Designed Items
 - 1. Seller shall comply with Appendix QJ whether using Buyer released technical data (engineering) or using Military Technical Orders (T.O.) to account for LM Aero designed items. Seller shall use the special process requirements specified in the technical data to perform MRO, whether LM Aero engineering or T.O.
 - When the item is Buyer designed and the special process requirements called out are listed in QCS-001, Appendices QX and QJ are applicable to the special process requirements specified in either source of technical data, either LM engineering or T.O.
- D. Approved Processors on non-Buyer Designed Items Seller has the authority and responsibility to approve and control its special processing sources including in-house processes. Seller is not required to use those sources listed in QCS-001. Seller shall only use the special processes specified in the OEM authorized technical data or those called out in the T.O.
- E. Technical data shall be licensed from the OEM or obtained by Seller from appropriate authorized controlling organization. If the design of the article was obtained by a licensing agreement, the T.O W A.

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- 2. Seller shall only use replacement parts that are specified in the T.O. or OEM repair/overhaul manual. Procured parts must have traceability back to the approved sources or manufacturer specified in the T.O. or OEM repair/overhaul manual. Any substitution of parts not specified in the T.O. or OEM repair/overhaul manual shall be approved by Buyer in writing prior to use.
- 3. (SQE) a minimum of 5 days prior to creating or starting any changes identified above (para i.2).
- 4. Seller shall ensure any discovered discrepancies or nonconformances are documented and dispositioned by the appr

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