

Intellectual Property Management**MAINTENANCE, REPAIR, AND OVERHAUL —
AIRFRAME (MRO-A)****Usage and
Access:**

Offered to organizations certified by their local civil aviation authority to perform airframe maintenance, refurbishment, repair, and overhaul work. Maintenance manuals and engineering drawings (installation and assembly) may be obtained at the Boeing catalog price.

Insurance:

A minimum of \$200 million Single Occurrence Aviation or Airline liability insurance is required.

Use Fee:

Royalty fees waived.

Limitations:

A Maintenance, Repair, and Overhaul — Component (MRO-C) license is required with an MRO-A license.

Manufacture and distribution of Boeing Proprietary parts is not allowed.

Subject to change without notice.



MRO-A Frequently Asked Questions

What are the benefits of an MRO-A license to third parties and maintenance service providers?

After signing a license, users can acquire access to Boeing Proprietary information, materials, and services. Information can be provided in several types of media, including paper, CD, or electronically through MyBoeingFleet.com. MyBoeingFleet.com allows users to access the latest revisions of manuals and drawings. Ultimately, users may be able to reduce their infrastructure by eliminating costly document storage requirements.

Are there any policy differences between an airline and a maintenance repair and overhaul facility?

We require a contractual relationship for all users of Boeing Proprietary information and materials, including owner/operators and third-party service providers.



By purchasing airplanes directly from Boeing, operators are licensed to access information for maintenance, repair, and overhaul of their airplanes. Operators who do not purchase airplanes directly from Boeing and maintenance service providers are required to sign a license and purchase subscriptions to receive access to this information.

What kind of information is available?

A complete listing of documents and manuals provided under the MRO-A license is available upon request. Examples include the Airplane Maintenance Manual (AMM), the Component Maintenance Manual (CMM), Illustrated Parts Catalog (IPC), and engineering drawings (installation and assembly).

How much are the data fees?

Information is individually priced and available in several types of media. Information prices can be obtained from the Boeing Data and Services catalog.

Boeing Commercial Airplanes

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Intellectual Property Management



MAINTENANCE , REPAIR, AND OVERHAUL – COMPONENT (MRO-C)

Usage and Access:

Offered to organizations certified by their local civil aviation authority to perform aircraft component maintenance, refurbishment, repair, and overhaul work. Component maintenance manuals and engineering drawings (installation and assembly) may be obtained at the Boeing catalog price.

Insurance:

A minimum of \$10 million Single Occurrence Aviation or Airline liability insurance is required; however, \$100 million coverage will be required for large components (landing gear, thrust reversers, engines, and so on).

Use Fee:

Royalty fees waived.

Limitations:

Manufacture and distribution of Boeing Proprietary parts is not allowed.

Subject to change without notice.



MRO-C Frequently Asked Questions

What are the benefits of an MRO-C license to third parties and maintenance service providers?

After signing a license, users can acquire access to Boeing Proprietary information, materials, and services. Information can be provided in several types of media, including paper, CD, or electronically through MyBoeingFleet.com. MyBoeingFleet.com allows users to access the latest revisions of manuals and drawings. Ultimately, users may be able to reduce their infrastructure by eliminating costly document storage requirements.

Are there any policy differences between an airline and a maintenance repair and overhaul facility?

We require a contractual relationship for all users of Boeing Proprietary information and materials, including owner/operator and third-party service providers.



By purchasing airplanes directly from Boeing, operators are licensed to access information for the maintenance, repair, and overhaul of their airplanes. Operators who do not purchase airplanes directly from Boeing and maintenance service providers are required to sign a license and purchase subscriptions to receive access to this information.

What kind of information is available?

A complete listing of documents and manuals provided under the MRO-C license is available upon request. Examples include the Airplane Maintenance Manual (AMM), the Component Maintenance Manual (CMM), Illustrated Parts Catalog (IPC), and engineering drawings (installation and assembly).

How much are the data fees?

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IMPROVED OPERATIONAL CAPABILITIES (IOC)

Usage and Access:

The IOC license grants use of Boeing Proprietary information to design and/or install modifications. Engineering products and services, including engineering analysis and other technical data, may be obtained through our Technical Services and Modifications group using the Technical Consulting Agreement.

Insurance:

A minimum of \$200 million Single Occurrence Aviation or Airline liability insurance is required.

Use Fee:

A “Value-Based Use Fee” will be established based on your project requirements. Consulting service fees for engineering expertise are billed separately.

Limitations:

Manufacture and distribution of Boeing Proprietary parts is not allowed.

Subject to change without notice.



IOC Frequently Asked Questions

How is Boeing going to calculate “Value-Based Use Fees”?

“Value-Based Use Fees” will be developed for a proposal based on the type of modification being performed, the number of airplanes affected, the value to market, and similar factors.

Can the information provided under the IOC be used to modify airplanes not initially included in the license?

With concurrence from BCA-IPM, the IOC license may be amended to include additional airplanes and other models when necessary to support business plans of the licensee.

Will Boeing provide fundamental design information, such as stress and load data, to support the licensee when engineering a modification?

Boeing considers this type of information to be highly sensitive and does not license such data. However, Boeing’s Technical Services group will, upon request, propose a consulting agreement providing analysis of the information to support the modification program once the IOC license is in place.



Can the IOC licensee provide Boeing Proprietary information to its subcontractors and suppliers?

Boeing Proprietary information may be provided to the licensee’s subcontractors and suppliers in support of the airplane modification. However, subcontractors and suppliers must sign a Contractor Confidentiality Agreement (CCA) before the transfer of any Boeing Proprietary information.

Who needs to obtain an IOC modification license?

Anyone that requests information directly from Boeing will be required to sign a license agreement. In most cases, the licensee will be the organization responsible for engineering the modification and obtaining certification from local regulatory authorities.

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