

PURSUANT TO ARTICLE 4 OF REMARK C64/I64, THIS REMARK E12 SETS FORTH SHIPMENT, LABELING, AND PACKAGING REQUIREMENTS. SO LONG AS SUPPLIER IS IN COMPLIANCE WITH THE REQUIREMENTS HEREIN, SUPPLIER WILL HAVE MET ITS RELEVANT OBLIGATIONS UNDER C64/I64 FOR ANY PREVIOUSLY ISSUED AND OPEN PURCHASE ORDERS.

1. GENERAL INSTRUCTION

- A. PARTS SHOULD BE PACKED SO THAT THEY CAN BE RECEIVED AT THEIR FINAL DESTINATION WITHOUT ANY DAMAGE. FINAL DESTINATION CAN MEAN ASSEMBLY SHOPS AND/OR SPARES CUSTOMERS.
- B. ROUTE TO AND MAINTAIN IN YOUR SHIPPING DEPARTMENT.
- C. NO SEPARATE CHARGES FOR BOXING WILL BE ALLOWED
- D. SELLER SHALL BE RESPONSIBLE FOR PACKING AND PACKAGING NECESSARY TO WITHSTAND TRANSPORTATION HAZARDS FOR PREPARING SHIPMENTS IN ACCORDANCE WITH THE INSTRUCTIONS FURNISHED BY GE. PARTS SHALL BE PACKAGED TO PROTECT MATERIAL UNTIL POINT OF USE. SPECIAL CARE SHOULD BE TAKEN FOR PARTS THAT ARE SUSCEPTIBLE TO HANDLINE DAMAGE.
 - I. WITH THE EXCEPTION OF BULK HARDWARE (SMALL BOTS, WASHERS, NUTS, SHIMS, ETC.) METAL TO METAL CONTACT MUST BE AVOIDED.
 - II. PARTS THAT HAVE COATINGS NEED TO BE PACKAGED TO PREVENT DAMAGE TO THE COATING.
 - III. WHEN AVAILABLE, THE USE OF COLORED TAPE TO SECURE PROTECTIVE MATERIAL IS PREFERRED TO ENABLE THE EASE OF UNWRAPPING. LIMIT TAPE TO ONLY THE NECESSARY AMOUNT TO SECURE THE PROTECTIVE MATERIAL AROUND THE PART. TAPE OR ADHESIVE SHOULD NEVER BE APPLIED DIRECTLY TO PART.
- E. PACKAGING REQUIREMENTS FOR SHIPMENTS ON COMMERCIAL BILLS OF LADING SHALL MEET COMMERCIAL STANDARDS AND ACCEPTED PRACTICES OF THE INDUSTRY. THE PACKAGING SHALL PROVIDE FULL PROTECTION OF MATERIAL TO ULTIMATE DESTINATION AND SHALL CONFORM TO GOVERNING CLASSIFICATIONS.

- F. THE USE OF EXPANDED AND COMPRESSED POLYSTYRENE (FOAM PEANUTS), STARCH BASED PACKAGING MATERIAL THAT ARE DISSOLVABLE IN WATER, AND SHREDDED PAPER ARE PROHIBITED.
- G. STAPLES SHALL NO BE USED FOR THE PURPOSE OF SECURING CONTAINER LIDS, CLOSING PACKAGING MATERIALS, OR TO SEAL BAGS. TAPE OR OTHER NON-METALLIC METHOD SHALL BE USED TO PREVENT THE POTENTIAL FOR (FOREIGN OBJECT DAMAGE) AND FOR THE SAFETY OF GE AVIATION EMPLOYEES AND CUSTOMERS.
- H. VINYL OR OTHER NON-METALLIC BANDING SHALL BE USED ON SHIPMENTS WHICH REQUIRE BANDING. METAL SHALL NOT BE USED EXCEPT WHERE, DUE TO EXCESSIVE WEIGHT AND SIZE (SUCH AS A LARGE FORGING OR CASTING BANDED DIRECTLY TO A PALLET), NON-METALLIC BANDINGS ARE NOT STRONG ENOUGH. NO METAL-TO-METAL CONTACT BETWEEN METAL BANDING AND PARTS IS PERMITTED.
- I. PARTS REQUIRING PRESERVATIVE OIL SHALL BE PACKAGED IN A LEAK PROOF SEALED PACKAGE TO PREVENT ANY LEAKAGE DURING SHIPMENT TO THE FINAL DESTINATION.
- J. WHEN TEMPERATURE SENSITIVE MATERIALS ARE PART OF THE SHIPMENT, A TEMPERATURE RECORDER SHALL BE INCLUDED. THE RECORDER SHALL BE PLACED IN A LOCATION SUCH THAT THROUGHOUT THE ENTIRE SHIPPING PERIOD, IT RECORDS TEMPERATURES REPRESENTATIVE OF THOSE THAT THE SHIPPED MATERIALS ARE SUBJECTED.
- K. WOOD CONTAINER LIDS SHALL BE ATTACHED USING NON-FLAT HEAD SCREWS IN THE PLACE OF NAILS TO FACILITATE THE OPENING AND CLOSING OF THE CONTAINER.
- L. ALL MATERIAL WITH CLEANLINESS OR CONTAMINATION REQUIREMENTS ON THE DRAWING SHALL BE ADEQUATELY PACKAGED AND IDENTIFIED TO PROTECT THE PART UNTIL POINT OF USE.
- M. COMMERCIAL ENGINES AND/OR MODULES CONTAINING INSTALLED MAIN BEARINGS REQUIRE AIRRIDE SUSPENSION TRAILERS. IF TWO OR MORE ENGINES ARE TO BE SHIPPED, OR IF MODULES ARE LOADED ON THE NOSE OF THE TRAILER, BOTH TRACTOR, AS WELL AS THE TRAILER SHALL BE EQUIPPED WITH AIR-RIDE.
- N. CHEMICALS AND HAZARDOUS SUBSTANCES SHALL BE LABELED IN ACCORDANCE WITH REGULATIONS. SAFETY DATA SHEETS (SDS) SHALL BE INCLUDED WITH ALL SHIPMENTS CONTAINING ANY HAZRDIOUS MATERIAL (INCLUDING BUT NOT LIMITED TO DIRECT SHIPMENTS OF HAZARDOUS MATERIAL OR ANY USE OF HAZARDOUS MATERIAL ON PARTS FOR PRESERVATION), REFER TO SDS TRANSPORTATION INFORMATION SECTION FOR SHIPPING REQUIREMENTS.

- O. IF SKIN PACKAGING IS USED IT MUST HAVE AN "EASY PEEL" EDGE TO PREVENT CUTTING WITH A KNIFE AND POTENTIALLY DAMAGING PARTS.
- P. THE REUSE OF CONTAINERS IS PERMISSIBLE AS LONG AS THE CONTAINER STILL MEETS THE PART PROTECTION REQUIREMENTS DEFINED IN THIS INSTRUCTION. ANY LABELS FROM PRIOR SHIPMENTS SHALL BE REMOVED.

2. PALLETS / PALLETIZING OF PRODUCT

- A. IT IS GE AVIATION SAFETY REQUIREMENT THAT NO EMPLOYEE LIFT OVER 50 POUNDS (22.68 KG) THEREFORE, SINGLE CONTAINERS WEIGHING OVER 50 POUNDS (22.68 KG) SHALL BE PALLETIZED. MULTIPLE CONTAINERS WEIGHING OVER 50 POUNDS (22.68KG) MUST NOT BE ON THE SAME PALLET. EACH CONTAINER SHALL BE ON ITS OWN INDIVIDUAL PALLET AND EACH OF THOSE CONTAINERS MUST HAVE A UNIQUE ASN/INVOICE.
- B. CORRUGATED FIBERBOARD CONTAINERS 12" X 12" X 12" OR SMALLER CANNOT WEIGH MORE THAN 25 POUNDS (11.34KG).
- C. PALLETS SHIPPED TO GE AVIATION SHALL HAVE A MINIMUM RUNNER HEIGHT OF 3 INCHES (.076 M) FROM THE GROUND TO THE BOTTOM OF THE CONTAINER. THE RECOMMENDED MINIMUM INSIDE WIDTH OF PALLETS IS 30 INCHES (.762 M).
- D. NON-CARDBOARD PALLETS WILL NOT HAVE ANY CARDBOARD CONTAINER ATTACHED TO THEM OTHER THAN WITH BANDING AS DESCRIBED IN PARAGRAPH 1G ABOVE. SECURING CARDBOARD CONTAINERS TO CARDBOARD PALLETS IS PERMISSIBLE.
- E. SOLID WOOD PACKING MATERIALS (SWPM) USED IN SHIPMENTS (PALLETS, BOXES, DUNNAGE, ETC.) SHALL BE COMPLETELY FREE OF BARK AND VISIBLY FREE FROM LIVE PLANT PESTS. IN ACCORDANCE WITH THE IMPLEMENTATION OF INTERNATIONAL STANDARD FOR PHYTOSANITARY MEASURES PUBLICATION NO. 15 (ISPM15) IN NORTH AMERICAN PLANT PROTECTION ORGANIZATION (NAPPO) COUNTRIES, ALL SWPM SHALL COMPLY WITH ISPM 15. ALL SHIPMENTS TO GE AVIATION SHALL COMPLY WITH THE ISPM 15 REGULATIONS EVEN IF THAT PARTICULAR SHIPMENT IS NOT BEING EXPORTED OR IMPORTED. THIS INCLUDES THE FOLLOWING:
 - I. COMPANIES USING PALLETS OR CONTAINERS CONSTRUCTED IN WHOLE OR IN PART FROM ANY TYPE OF SWPM SHALL USE WOOD PACKING MATERIAL THAT HAS BEEN HEAT TREATED IN ACCORDANCE WITH AN APPROVED METHOD PER INTERNATIONAL STANDARDS FOR PHYTOSANITARY MEASURE NO. 15 (ISPM15)
 - II. THE PALLET OR CONTAINER SHALL BE MARKED WITH AN APPROVED HEAT TREAT "HT", METHYL BROMIDE "MB", OR DIELECTRIC HEATING "DH" STAMP IN ACCORDANCE WITH

THE OFFICIAL PROGRAM DEVELOPED AND OVERSEEN BY THE NATIONAL PLANT PROTECTION ORGANIZATION (NPPO) IN THE COUNTRY OF EXPORT.

- III. THE COLORS OF THE INTERNATIONAL STAMP SHALL NOT BE RED OR ORANGE DUE TO THE FACT THAT THESE COLORS MEAN DANGEROUS GOODS.

- F. PACKAGES ARE NOT PERMITTED TO OVERHANG THE SIDE OF A PALLET. NOR SHALL THEY BE SIGNIFICANTLY SMALLER, PALLETIZED SHIPMENTS MUST BE STACKABLE TO A MINIMUM OF 3 HIGH.

3. PACKAGING OF TUBES AND TUBING

- A. THE PRACTICE OF BUNDLING OR TAPING GROUPS OF TUBES TOGETHER IS NOT ALLOWED. ALL TUBES SHALL BE WRAPPED INDIVIDUALLY. WRAPPING SHOULD BE INDIVIDUAL BOXES OR BUBBLE WRAPPED WITH LABELING OF PART NUMBER, QUANTITY AND SERIAL NUMBER AS REQUIRED IN SECTION 4.F.I (ILLUSTRATION 1.0)

4. LABELING / MARKING

- A. EACH PACKAGE MUST BE LABELED TO CLEARLY IDENTIFY PRODUCT

- B. CONSIGNMENT ADDRESS AS IDENTIFIED ON THE CORRESPONDING PURCHASE ORDER IS TO BE PLACED ON THE TOP OR SIDE OF ALL CONTAINERS.

- C. MARKING SHALL BE ARRANGED IN A MANNER THAT ENSURES OPENING AND CLOSING THE CONTAINER WOULD NOT CAUSE LOSS OR DAMAGE TO IDENTIFICATION.

- D. EACH SHIPMENT IS REQUIRED TO HAVE LABEL(S) WITH THE FOLLOWING INFORMATION:
 - I. ADVANCED SHIPPING NOTICE (ASN) – BOTH HUMAN READABLE AND BARCODED
 - II. PART NUMBER (WITH ENGINEERING CLASSIFICATION IF OTHER THAN PRODUCTION) - BOTH HUMAN READABLE AND BARCODED
 - III. PURCHASE ORDER (PO) NUMBER AND PURCHASE ORDER ITEM NUMBER - BOTH HUMAN READABLE AND BARCODED
 - IV. SUPPLIER CODE- BOTH HUMAN READABLE AND BARCODED
 - V. PART QUANTITY WITHIN CONTAINER - BOTH HUMAN READABLE AND BARCODED
 - VI. SUPPLIER NAME
 - VII. DOCK NUMBER OR CODE AND ADDRESS
 - VIII. TOTAL QUANTITY OF SHIPMENT (ON FIRST CONTAINER ONLY) BOX # OF (SEE SECT. 4.F - MULTIPLE CONTAINERS)
 - IX. COUNTRY OF ORIGIN: PARTS CAN BE SHIPPED WITHIN MULTIPLE CONTAINERS, BUT THE PART OR THE INNERMOST CONTAINER CLOSEST TO THE PART AND BARCODE LABEL ON THE OVERPACK CONTAINER SHALL BE MARKED WITH A COUNTRY OF ORIGIN “MADE IN” OR “ASSEMBLED IN” OR “PRODUCT OF” (19 USC 1304 AND 19 CFR 134)
 - X. DSQR QUALITY RELEASE AUTHORIZATION ON ASN LABEL OR ASN LABEL WITH FORM GT-260.

- i. GT260 QUALITY RELEASE AUTHORIZATION PROCESS IS DOCUMENTED IN S-SPEC-1182.
- E. DATA REGARDING THE PARTS AND RELEASE IS ENTERED INTO SUPPLYLINE BY THE DSQR AND GT FORM 260 IS PRINTED.
 - I. IF THE GOODS MEET ALL THE REQUIREMENTS (FULL RELEASE OR YES ON GT FORM 260) NO FURTHER INFORMATION OR DOCUMENTATION IS REQUIRED.
 - i. IF THE GOODS DO NOT MEET ALL THE REQUIREMENTS (PARTIAL RELEASE OR NO ON GT FORM 260), VERIFY GE-A APPROVAL HAS BEEN RECEIVED IN WRITING BEFORE SHIPPING ANY PARTS. REFERENCE APPENDIX A PARAGRAPH D.6.NOTE 2 AND S-1000 PARAGRAPH P AND S-1000 APPENDIX D. A COPY OF THE PARTIAL RELEASE APPROVAL FORM AND NDLIC (NONCONFORMANCE DOCUMENT LOT IDENTIFICATION CARD) WILL BE SHIPPED WITH THE PRODUCT.
 - ii. DSQR SIGNS (QUALITY REPRESENTATIVE ID ON GT FORM 260). RAAN MUST BE LEGIBLE. NO DIGITAL OR STAMPED SIGNATURES ARE PERMITTED WITHOUT PQE WRITTEN APPROVAL.
 - iii. GT FORM 260 (SIGNED) REMAINS WITH THE RELEASED PARTS.
 - II. WHEN SHIPPING EMPLOYEE CREATES THE ASN LABEL IN SUPPLYLINE, THEY SHOULD SELECT THE QRA, QUALITY RELEASE AUTHORIZATION, NUMBER FROM THE DROP-DOWN MENU THAT MATCHES THE SIGNED GT FORM 260.
 - III. SHIPPING EMPLOYEE COMPARES PRINTED ASN LABEL AND SIGNED GT FORM 260 TO ENSURE QRA NUMBER AND ITEM CODE (PART NUMBER) MATCH.
 - IV. SHIPPING EMPLOYEE ATTACHES SHIPPING LABEL AND WATERPROOF POUCH CONTAINING THE SIGNED GT FORM 260 AND DUPLICATE ASN LABEL TO THE OUTSIDE OF THE CONTAINER. SEE OUTERMOST CONTAINER MARKING EXAMPLES IN ILLUSTRATION 2.1 and 2.2
- F. A PART INFORMATION IDENTIFICATION LABEL (ILLUSTRATION 1.0) WILL BE APPLICABLE FOR ALL INNERMOST CONTAINERS:
 - I. ON THE PART INFORMATION LABEL, ALPHANUMERIC TEXT WILL BE A MINIMUM OF 12 POINT. BARCODES WILL BE IN THE [3 OF 9] BARCODE FORMAT WITH A MINIMUM OF 20 POINT. ANY KIT CONTAINING SERIALIZED PARTS SHALL HAVE THIS INNERMOST LABEL AND OUTERMOST SHEET FOR EACH APPLICABLE PART. THE INFORMATION CONTAINED ON THE LABEL/SHEET WILL HAVE AS A MINIMUM:
 - PART NUMBER (ALPHANUMERIC AND BARCODE)
 - PART DESCRIPTION (ALPHANUMERIC)
 - SERIAL NUMBER IF APPLICABLE (ALPHANUMERIC AND BARCODE), OTHERWISE DESIGNATE AS NON-APPLICABLE (N/A)
 - QUANTITY IN CONTAINER (ALPHANUMERIC AND BARCODE)
 - COUNTRY OF ORIGIN (ALPHANUMERIC)



ILLUSTRATION 1.0 – LABELS CAN NOT BE AFFIXED TO PARTS, ONLY CONTAINERS

- II. IF PARTS HAVE SERIAL NUMBERS THAT ARE ONLY FOR SUPPLIER TRACKING PURPOSES AND NOT REQUIRED PER DRAWING. THE SERIAL NUMBER LABEL FIELD WILL CONTAIN 'N/A' SO THERE IS NO CONFUSION IF A SERIAL NUMBER SHOULD HAVE BEEN SUPPLIED ON THE LABEL. ANY SHIPMENTS IN 'SLOTTING' OR 'EGG CRATE' TYPE OF PACKAGING SHALL CONTAIN THE SERIAL NUMBER IDENTIFICATION SHEET DEFINED IN SECT. 5.A.II.2 IF APPLICABLE TO THE PART.

5. PACKAGING

A. MULTIPLE CONTAINERS

- I. SHIPMENTS CONTAINING THE SAME PART NUMBER, P. O. NUMBER, INVOICE AND P.O. ITEM NUMBER CAN BE SHIPPED IN ONE ASN. THE SHIPMENT MUST BE STRAPPED/BANDED OR SHRINK-WRAPPED TOGETHER ON ONE SKID OR PALLET. THE BILL OF LADING AND OUTSIDE OF THE CONTAINER/SHIPMENT SHALL BE MARKED IN BOLD LETTERS "DO NOT SEPARATE BANDED OR WRAPPED SKID". EACH BOX THAT IS BANDED OR STRAPPED MUST HAVE A LABEL ORIENTED IN A WAY THAT ALL LABELS ARE VISIBLE.
- II. EACH INNER MOST PACKAGE MUST BE
 - 1) PACKED IN UPQ, UNIT PACKAGE QUANTITY, FOR SPARES SHIPMENTS OR QPE, QUANTITY PER ENGINE, FOR ASSEMBLY ORDERS.
 - 2) EACH INNERMOST BOX/PACKAGE /SOFT PACKAGE (I.E. BUBBLE BAGS, SLOTTED BOXES, CLAM SHELLS, ETC.) WILL HAVE THE LABEL PER THIS SECT. 4.F.I (ILLUSTRATION 1.0) IN ADDITION, A SERIAL NUMBER IDENTIFICATION SHEET WILL BE ATTACHED TO THE OUTERMOST CONTAINER, AND A COPY INSIDE THE BOX, LISTING THE REQUIRED INFORMATION IN A LINE-BY-LINE FORMAT. ALPHANUMERIC AND BARCODED FONTS WILL BE USED.

- III. IF THERE IS MORE THAN ONE PART OF THE SAME PART NUMBER BEING SHIPPED IN AN OUTERMOST CONTAINER, EACH INNERMOST BOX/PACKAGE /SOFT PACKAGE (I.E. BUBBLE BAGS, SLOTTED BOXES, CLAM SHELLS, ETC.) WILL HAVE THE LABEL PER 4.F.I, ILLUSTRATION 1.0. IN ADDITION, A SERIAL NUMBER IDENTIFICATION SHEET WILL BE ATTACHED TO THE OUTERMOST CONTAINER, AND A COPY INSIDE THE BOX, LISTING THE REQUIRED INFORMATION IN A LINE-BY-LINE FORMAT. ALPHANUMERIC AND BARCODED FONTS WILL BE USED. IF YOU HAVE MULTIPLE SHIPMENTS WITH DIFFERENT PART NUMBERS, EACH INNERMOST BOX/PACKAGE/SOFT PACKAGE (I.E. BUBBLE BAGS, SLOTTED BOXES, CLAM SHELLS, ETC.) WILL HAVE THE LABEL.
- IV. EACH PO ITEM NUMBER SHALL BE PACKED SEPARATELY, AND EACH PACKAGE SHALL DISPLAY THE INFORMATION AS LISTED IN SECTION 4.D.
- V. ANY INDIVIDUAL CONTAINER WEIGHING OVER 50 POUNDS SHALL BE ON THEIR OWN PALLET AND HAVE THEIR OWN BAR-CODED LABEL.

6. OVERPACKED CONTAINER

- A. P.O. ITEM CONTAINERS HAVING SEPARATE BAR CODES OR PACKING LISTS MAY BE PLACED IN AN OVERPACK CONTAINER. EACH CONTAINER SHALL BE CONSPICUOUSLY IDENTIFIED WITH A LABEL DEFINED IN 4.D
- B. THE OUTSIDE OF THE CONTAINER SHALL DISPLAY ALL OF THE BAR CODE LABELS WITH THE PO NUMBERS, P.O. ITEM NUMBERS AND PART NUMBERS CONTAINED IN THE OVERPACKED BOX.
- C. EACH INNERMOST CONTAINER MUST HAVE AN ASN BARCODE ATTACHED TO THE SHIPMENT.

7. KITTED SHIPMENTS

- A. SHALL BE BANDED OR SHRINK WRAPPED TOGETHER WITH SIGNAGE/MARKING VISIBLE THAT STATES SHIPMENT IS "KIT – DO NOT SEPARATE" (SEE ILLUSTRATION 1.1)

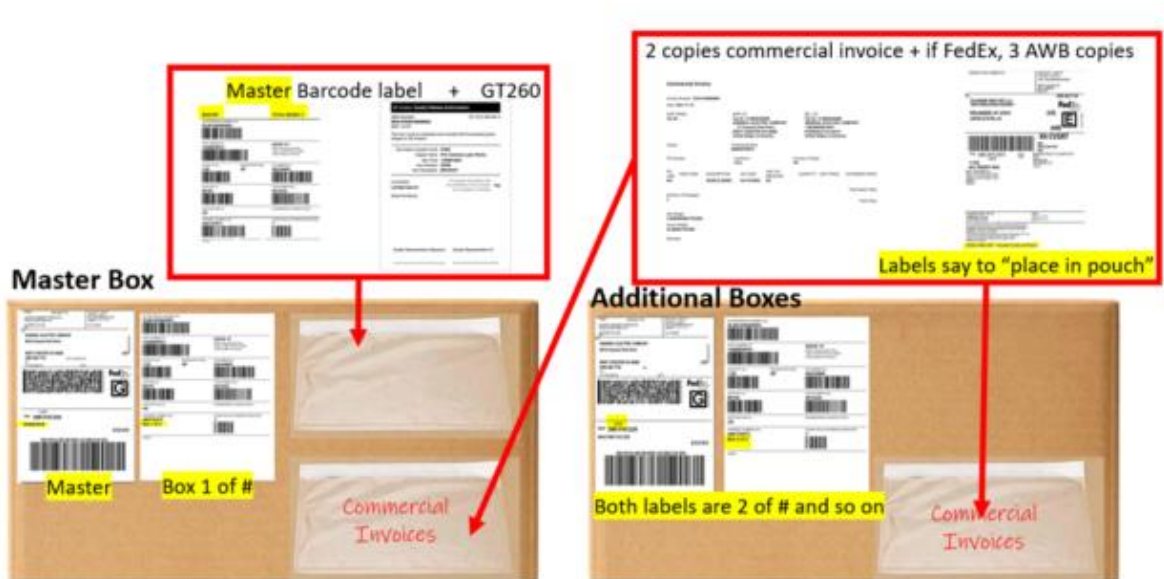
ILLUSTRATION 2.2 – DOMESTIC MULTIPLE OUTERMOST CONTAINER



ILLUSTRATION 2.3 INTERNATIONAL SINGLE OUTERMOST CONTAINER



ILLUSTRATION 2.4 INTERNATIONAL MULTIPLE OUTERMOST CONTAINER



ILLUSTRATIONS 3.1 PACKAGING EXAMPLES

EGG CRATE FOR ASSEMBLY (IF SERIALIZED, SERIAL SHEET WILL BE INSIDE BOX)



CLAM SHELL FOR ASSEMBLY OR SPARES (PART NUMBER SHOULD BE ETCHED ON PLASTIC OR CLEARLY LEGIBLE ON PART)



EGG-CRATE FOR ASSEMBLY AND/OR INDIVIDUALLY PACKED AND MARKED FOR SPARES.

