

PURSUANT TO ARTICLE 4 OF REMARK C64, THIS REMARK E12 SETS FORTH THE PACKAGING REQUIREMENTS. IF COMPLIED WITH, THE STANDARDS SET FORTH IN THIS REMARK E12 WILL MEET SELLER'S E12 PACKAGING REQUIREMENTS FOR ANY PREVIOUSLY ISSUED AND OPEN PURCHASE ORDERS

INSTRUCTIONS FOR PREPARING SHIPMENTS TO GE AVIATION

1. GENERAL INSTRUCTIONS

- A. ROUTE TO AND MAINTAIN IN YOUR SHIPPING DEPARTMENT.
- B. NO SEPARATE CHARGES FOR BOXING WILL BE ALLOWED.
- C. SELLER SHALL BE RESPONSIBLE FOR PACKING AND PACKAGING NECESSARY TO WITHSTAND TRANSPORTATION HAZARDS AND FOR PREPARING SHIPMENTS IN ACCORDANCE WITH THE INSTRUCTIONS FURNISHED BY GE. PARTS SUSCEPTIBLE TO HANDLING DAMAGE MUST BE PACKAGED TO PROTECT MATERIAL UNTIL POINT OF USE. THIS INCLUDES, BUT IS NOT LIMITED TO, PROTECTING ADJACENT PARTS IN THE SAME PACKAGE FROM METAL TO METAL DAMAGE AS WELL AS PROTECTION OF ANY COATINGS ON THE PARTS.
 - a. THE PRACTICE OF BUNDLING OR TAPING GROUPS OF TUBES TOGETHER IS NOT ALLOWED. ALL TUBES MUST BE WRAPPED INDIVIDUALLY IN EITHER BUBBLE WRAP OR ANOTHER ACCEPTABLE PROTECTION MATERIAL.
 - b. 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.
 - c. WITH THE EXCEPTION OF BULK HARDWARE (SMALL BOLTS, WASHERS, NUTS, SHIMS, ETC.), ALL PARTS MUST BE PROTECTED IN SOME MANNER. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, BUBBLE WRAP, BUBBLE BAGS, SLOTTED BOXES, AND FOAM INSERTS. MACHINE FINISHED AND COATED PARTS MUST CONFORM TO THIS REQUIREMENT.
- D. PACKAGING REQUIREMENTS FOR SHIPMENTS ON COMMERCIAL BILLS OF LADING MUST MEET COMMERCIAL STANDARDS AND ACCEPTED PRACTICES OF THE INDUSTRY. THE PACKAGING MUST PROVIDE FULL PROTECTION OF MATERIAL TO ULTIMATE DESTINATION AND MUST CONFORM TO GOVERNING CLASSIFICATIONS.
- E. THE USE OF EXPANDED AND COMPRESSED POLYSTYRENE (FOAM PEANUTS), STARCH BASED PACKAGING MATERIALS THAT ARE DISSOLVABLE IN WATER, AND SHREDDED PAPER ARE PROHIBITED.
- F. PARTIAL RELEASE MATERIAL MUST BE PACKAGED SEPARATELY AND IDENTIFIED ON A SEPARATE PACKING LIST.
- G. METHODS OF HANDLING, MOVING AND TRANSPORTING PACKAGES SHOULD ENSURE THAT SHIPMENTS ARRIVE AT GE AVIATION UNDAMAGED. PARTS SHALL BE PACKAGED TO PROTECT PARTS DURING ROUTINE INTERNAL MOVEMENT WITHIN GE AVIATION.
- H. IT IS A GE AVIATION SAFETY REQUIREMENT THAT NO EMPLOYEE LIFT OVER 50 POUNDS (22.68 KG). THEREFORE, SINGLE CONTAINERS WEIGHING OVER 50 POUNDS (22.68 KG) MUST BE PALLETIZED. MULTIPLE CONTAINERS WEIGHING OVER 50 POUNDS (22.68 KG) MAY NOT BE ON THE SAME PALLET. EACH CONTAINER MUST BE ON ITS OWN INDIVIDUAL PALLET. FOR MORE INSTRUCTIONS CONCERNING MULTIPLE CONTAINER SHIPMENTS SEE 4 AND 5 OF THIS REMARK.
- I. CORRUGATED FIBERBOARD CONTAINERS 12" X 12" X 12" OR SMALLER CANNOT WEIGH MORE THAN 25 POUNDS (11.34 KG) EACH.

- J. SOLID WOOD PACKING MATERIALS (SWPM) USED IN SHIPMENTS (PALLETS, BOXES, DUNNAGE, ETC.) SHALL BE COMPLETELY FREE OF BARK AND APPARENTLY FREE FROM LIVE PLANT PESTS. ALSO, IN ACCORDANCE WITH THE IMPLEMENTATION OF INTERNATIONAL STANDARD FOR PHYTOSANITARY MEASURES PUBLICATION NO. 15 (ISPM 15) IN NORTH AMERICAN PLANT PROTECTION ORGANIZATION (NAPPO) COUNTRIES, ALL SWPM MUST COMPLY WITH ISPM 15. ALL SHIPMENTS TO GE AVIATION MUST COMPLY WITH THE ISPM 15 REGULATIONS EVEN IF THAT PARTICULAR SHIPMENT IS NOT BEING EXPORTED OR IMPORTED. THIS INCLUDES THE FOLLOWING:
1. COMPANIES USING PALLETS OR CONTAINERS CONSTRUCTED IN WHOLE OR IN PART FROM ANY TYPE OF SWPM MUST USE WOOD PACKING MATERIAL THAT HAS BEEN HEAT TREATED TO ATTAIN A MINIMUM CORE TEMPERATURE OF 133 DEGREES FAHRENHEIT (56 DEGREES CENTIGRADE) FOR AT LEAST 30 MINUTES
 2. THE PALLET OR CONTAINER MUST BE MARKED WITH AN APPROVED "HT" STAMP IN ACCORDANCE WITH THE OFFICIAL PROGRAM DEVELOPED AND OVERSEEN BY THE NATIONAL PLANT PROTECTION ORGANIZATION (NPPO) IN THE COUNTRY OF EXPORT.
 3. THE COLORS OF THE INTERNATIONAL HT STAMP MUST NOT BE RED OR ORANGE DUE TO THE FACT THAT THESE COLORS MEAN DANGEROUS GOODS.
- K. STAPLES SHALL NOT 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 FOD (FOREIGN OBJECT DAMAGE) AND FOR THE SAFETY OF GE AVIATION EMPLOYEES AND CUSTOMERS.
- L. METAL BANDING SHALL NOT BE USED ON SHIPMENTS OF FINISHED PARTS. VINYL OR OTHER NON-METALLIC BANDING SHALL BE USED. IT IS PERMISSIBLE TO USE METAL BANDING ON SHIPMENTS OF UNFINISHED PARTS WHERE NON-METALLIC BANDINGS ARE NOT STRONG ENOUGH.
- M. PARTS REQUIRING PRESERVATIVE OIL SHALL BE PACKAGED IN A LEAK PROOF SEALED PACKAGE TO PREVENT ANY LEAKAGE DURING SHIPMENT TO THE FINAL DESTINATION.
- N. 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 TO.
- O. SERIALIZED PARTS MUST BE PACKAGED WITH THE SERIAL NUMBER LEGIBLY PRINTED ON THE CONTAINER LABEL IN BOTH ALPHANUMERIC AND BARCODED FONTS. THIS INCLUDES ANY SERIALIZED PARTS CONTAINED IN KITS (SEE SECTION 2).
- P. WOOD CONTAINER LIDS SHALL BE ATTACHED USING PHILLIPS HEAD SCREWS IN THE PLACE OF NAILS TO FACILITATE THE OPENING AND CLOSING OF THE CONTAINER.
- Q. ALL MATERIAL WITH CLEANLINESS OR CONTAMINATION REQUIREMENTS ON THE DRAWING SHALL BE ADEQUATELY PACKAGED TO PROTECT THE PART UNTIL POINT OF USE.
- R. PALLETS SHIPPED TO GEA FACILITIES MUST HAVE A MINIMUM RUNNER HEIGHT OF 3 INCHES (0.076 M) FROM THE GROUND TO THE BOTTOM OF THE CONTAINER. THE RECOMMENDED MINIMUM INSIDE WIDTH OF PALLETS IS 30 INCHES (0.762 M).
- S. NON-CARDBOARD PALLETS WILL NOT HAVE ANY CARDBOARD CONTAINER ATTACHED TO THEM OTHER THAN WITH BANDING AS DESCRIBED IN PARAGRAPH L ABOVE. THIS INCLUDES, BUT IS NOT LIMITED TO, UTILIZING STAPLES, NAILS, OR GLUE TO SECURE THE CONTAINER TO THE PALLET. SECURING CARDBOARD CONTAINERS TO CARDBOARD PALLETS IS PERMISSABLE.

- T. COMMERCIAL ENGINES AND/OR MODULES CONTAINING INSTALLED MAIN BEARINGS REQUIRE AIR RIDE 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 MUST BE EQUIPPED WITH AIR-RIDE.
- U. PACKAGES ARE NOT PERMITTED TO OVERHANG THE SIDE OF A PALLET. PALLETS SHOULD BE LARGER THAN THE PACKAGE(S) TO REDUCE THE CHANCE FOR DAMAGE TO THE SHIPMENT.
- V. THE REUSE OF CONTAINERS IS PERMISSABLE AS LONG AS THE CONTAINER STILL MEETS THE PART PROTECTION REQUIREMENTS AS DEFINED IN THIS INSTRUCTION. ANY LABELS FROM PRIOR SHIPMENTS MUST BE REMOVED.

2. MARKING

- A. CONSIGNMENT ADDRESS AS IDENTIFIED ON THE CORRESPONDING PURCHASE ORDER IS TO BE PLACED ON THE TOP OR SIDE OF ALL CONTAINERS.
- B. MARKINGS SHOULD BE ARRANGED IN A MANNER THAT ENSURES THAT OPENING AND CLOSING THE CONTAINER WOULD NOT CAUSE LOSS OR DAMAGE TO THE IDENTIFICATION.
- C. INFORMATION REQUIRED ON EACH P.O. ITEM CONTAINER IN THE FORM OF AN ASN BARCODE LABEL OR PACKING LIST (ONLY WHEN ASN LABELS ARE NOT UTILIZED):
 - PURCHASE ORDER NUMBER
 - PURCHASE ORDER ITEM NUMBER
 - PART NUMBER
 - QUANTITY IN CONTAINER
 - TOTAL QUANTITY OF SHIPMENT (ON FIRST CONTAINER ONLY)
 - CONTAINER # OF (SEE 5 - MULTIPLE CONTAINERS)
 - PACKING LIST NUMBER
 - NAME OF MANUFACTURER
 - COUNTRY OF ORIGIN: PARTS CAN BE SHIPPED WITHIN MULTIPLE CONTAINERS, BUT THE PART OR THE INNERMOST CONTAINER CLOSEST TO THE PART MUST BE MARKED WITH A COUNTRY OF ORIGIN "MADE IN" OR "ASSEMBLED IN" OR "PRODUCT OF" (19 USC 1304 AND 19 CFR 134).
 - DATE OF MANUFACTURE (IF DATE SENSITIVE MATERIAL, I.E., SHELF-LIFE ITEMS)
 - RELEASE AUTHORIZATION – IF ASN BARCODE LABELS ARE USED, THE DSQR SIGNATURE MUST BE ON THIS LABEL. USE OF THE PACKING LIST FOR AUTHORIZATION IS LIMITED TO ONLY THOSE SHIPMENTS NOT UTILIZING AN ASN LABEL.
 - ANY NON-PRODUCTION ENGINEERING CLASSIFICATION
 - WEIGHT OF CONTAINER (IN CHARACTERS 1 1/2" (MIN) IN HEIGHT)
- D. A PART INFORMATION LABEL (EXAMPLE BELOW) WILL:
 - 1) BE ATTACHED TO EACH INDIVIDUALLY BOXED/PACKAGED PART CONTAINER, OR
 - 2) IF THERE IS MORE THAN ONE PART BEING SHIPPED IN AN OVERPACK CONTAINER, EACH INNERMOST BOX/PACKAGE WILL HAVE THE LABEL. IN ADDITION, A SERIAL NUMBER IDENTIFICATION SHEET WILL BE ATTACHED TO THE OUTERMOST BOX, WITH A COPY INSIDE THE BOX, LISTING THE REQUIRED INFORMATION IN A LINE BY LINE FORMAT. ALPHANUMERIC AND BARCODED FONTS WILL BE USED.



DO NOT AFFIX ANY LABELS TO PARTS – ONLY CONTAINERS.

- E. 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 MUST 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)
 - QUANTITY IN CONTAINER (ALPHANUMERIC AND BARCODE)
 - COUNTRY OF ORIGIN (ALPHANUMERIC)
- F. 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 PER DRAWING' SO THERE IS NO CONFUSION IF A SERIAL NUMBER SHOULD HAVE BEEN SUPPLIED ON THE LABEL.
- G. ANY SHIPMENTS IN 'SLOTting' OR 'EGG CRATE' TYPE OF PACKAGING MUST CONTAIN THE SERIAL NUMBER IDENTIFICATION SHEET DEFINED IN SECTION 2.D IF APPLICABLE TO THE PART.
- H. MARKING MEDIA COLOR SHOULD CONTRAST THE CONTAINER COLOR.
- I. PRECAUTIONARY AND HANDLING REQUIREMENTS SHALL BE APPLIED AS REQUIRED. THIS INCLUDES MARKING FOR RADIOACTIVE MATERIAL AND ITEMS HAVING A SHELF LIFE AS WELL AS ANY PRESERVATION REQUIREMENTS (OIL, ANTI-STATIC BAG, etc).
- J. FOR TEMPERATURE SENSITIVE MATERIALS, THE MATERIAL SPECIFICATION STORAGE TEMPERATURE SHALL BE IDENTIFIED ON THE OUTSIDE OF THE PACKAGING.
- K. PARTS ON SKIDS WHICH ARE NOT CONTAINERIZED SHOULD BE IDENTIFIED USING VISIBLY LOCATED LABELS.
- L. ALL RETURNABLE CONTAINERS MUST BE IDENTIFIED AS "RETURNABLE" AND INCLUDE THE RETURN ADDRESS ON THE CONTAINER. THE PREFERRED SHIPMENT METHOD SHOULD ALSO BE INCLUDED, IF POSSIBLE.
- M. IN THE CASE OF "KITS", IF THE KIT COMPONENT PARTS OR INNER MOST CONTAINER CANNOT BE MARKED WITH COUNTRY OF ORIGIN, THE INSIDE CONTAINER(S) SHALL CONTAIN A LISTING OF ALL THE KIT COMPONENTS FOR EACH KIT. INCLUDE AT A MINIMUM; PART NUMBER, NOMENCLATURE, QUANTITY, AND COUNTRY OF ORIGIN, AND SERIAL NUMBER (IF APPLICABLE). THERE SHALL BE NO COST OR PRICING DATA INCLUDED.
- WHERE INDIVIDUAL KIT COMPONENTS WERE MADE IN DIFFERENT COUNTRIES, THE COUNTRY OF MANUFACTURE MUST BE SHOWN FOR EACH SEPARATE PART NUMBER.

- N. WHEN SHIPPING ON A PALLET, THE LABELING MUST BE ATTACHED TO THE SIDE OF THE CONTAINER WHERE THE LABEL IS ACCESSIBLE TO THE FORK LIFT DRIVER.
3. BAR CODE OR PACKING LIST (WHEN BAR CODED LABELING IS NOT USED)
- A. WILL INCLUDE THE INFORMATION LISTED IN 2.C ABOVE.
 - B. THE ORIGINAL SHOULD BE PLACED IN A WATERPROOF ENVELOPE AND SECURED TO THE MARKED END OF THE CONTAINER OR CONTAINER ONE IF MULTIPLE CONTAINERS. A COPY OF THE BAR CODE OR PACKING LIST IS REQUIRED ON EACH CONTAINER IF MULTIPLE CONTAINERS.
 - C. A COPY OF THE BAR CODE OR PACKING LIST SHOULD BE PLACED ON THE EXTERIOR OF THE CONTAINER OR CONTAINER ONE IF MULTIPLE CONTAINERS.
 - D. WHEN BANDED/STRAPPED OR SHRINK-WRAPPED MULTIPLE CONTAINERS ARE SHIPPED, THE BAR CODE OR PACKING LIST MUST BE ACCESSIBLE WITHOUT UNBANDING THE SHIPMENT.
4. MULTIPLE CONTAINERS
- A. MULTIPLE CONTAINER SHIPMENTS CONTAINING THE SAME PART NUMBER, P.O. NUMBER, AND P.O. ITEM NUMBER SHOULD BE STRAPPED/BANDED OR SHRINK-WRAPPED TOGETHER ON ONE SKID OR PALLET. ANY INDIVIDUAL CONTAINERS WEIGHING OVER 50 POUNDS MUST BE ON THEIR OWN PALLET AND HAVE THEIR OWN BAR CODE LABEL OR PACKING LIST.
 - B. EACH P.O. ITEM NUMBER MUST BE PACKED SEPARATELY AND EACH PACKAGE SHOULD DISPLAY THE INFORMATION AS LISTED IN 2.C ABOVE.
 - C. THE BILL OF LADING SHOULD BE ANNOTATED "SEPARATION OF BANDED OR WRAPPED SKIDS DURING TRANSIT IS NOT ALLOWED".
 - D. THE OUTSIDE OF THE CONTAINER/SHIPMENT SHOULD BE MARKED IN BOLD LETTERS "DO NOT SEPARATE THIS SHIPMENT".
 - E. CONTAINER MARKING MUST FOLLOW REQUIREMENTS FROM SECTION 2.
5. OVERPACKED CONTAINERS
- A. P.O. ITEM CONTAINERS HAVING SEPARATE BAR CODES OR PACKING LISTS MAY BE PLACED IN AN OVERSIZE CONTAINER. EACH CONTAINER MUST BE CONSPICUOUSLY IDENTIFIED WITH A LABEL DEFINED IN 2.D.
 - B. THE OUTSIDE OF THE CONTAINER MUST DISPLAY ALL OF THE BAR CODE LABELS OR PACKING LISTS WITH P.O. NUMBERS, P.O. ITEM NUMBERS AND PART NUMBERS CONTAINED IN THE OVERPACKED BOX.
 - C. MULTIPLE CONTAINERS CONTAINING THE SAME PART NUMBER, P.O. NUMBER, P.O. ITEM NUMBER AND WEIGHING LESS THAN 50 POUNDS SHOULD BE OVERPACKED INTO ONE CONTAINER. IF THE OVERPACK CONTAINER WEIGHT EXCEEDS 50 LBS, IT MUST BE PALLETIZED. REFERENCE SECTION 1.H.
 - D. ALL OVERPACK CONTAINERS MUST HAVE THE LABEL "OVERPACK" ON THE OUTSIDE OF CONTAINERS.
 - E. CONTAINER MARKING MUST FOLLOW REQUIREMENTS FROM SECTION 2.
6. DOCUMENTATION

- A. COST OR PRICING DATA IS CONSIDERED PROPRIETARY INFORMATION AND SHALL NOT BE INCLUDED ON ANY PAPERWORK INSIDE OR OUTSIDE THE CONTAINERS.
- B. IF APPLICABLE, INCLUDE THE FOLLOWING IN A CLEAR SLEEVE ON THE OUTSIDE AND A COPY ON TOP OF THE INSIDE OF THE CONTAINER OR ON TOP OF THE INSIDE OF CONTAINER ONE IF MULTIPLE CONTAINERS
- CERTIFICATIONS
 - INSPECTION REPORTS
 - FUNCTIONAL TEST REPORTS