



F-35 Program Information
Non-Export Controlled Information
NGC REL TO F-35 Program

Damage Due To Insufficient Packaging

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Dear Valued Supplier,

NGC has Experienced 119 parts damaged due to packaging that is not meeting the NGC T-13, PACKAGING, PACKING, MARKING AND BAR CODING.

There are 3 specific sections of the T-13 requirements that are not being adhered to as highlighted below in red. They are:

3. UNIT PACKAGING.

- A. Determine the quantity of Items to be included in a unit package as follows:
 - (1) For hardware (nuts, bolts, screws, etc.), package in accordance with “Best Commercial Practice” or as otherwise stated in this Order. .
 - (2) As specified in the contract, Order, or specification.
 - (3) Based on consideration of the Products characteristics, configuration, size, weight, value, criticality, packaging economics, and Seller standards unless otherwise specified by Buyer.
- B. Any painted part, machined part or single Product weighing over one (1) Pound shall be packaged individually to prevent metal to metal contact.**
- C. Adequate separation, wrapping or cushioning shall be provided between parts to preclude incurring of nicks, dents, scratches or abrasions upon Products.
- D. Products with sharp points or protrusions shall be adequately padded to prevent damage to containers or other Products.**
- E. Accessory hardware shall be assembled to the Product when practical, or separately secured within the unit package.
- F. Unit package closure shall prevent accidental opening during shipment and storage.

7. CUSHIONING, BLOCKING AND BRACING. As required to protect the Product from physical and mechanical damage during shipping and handling, cushioning, blocking and/or bracing shall be used.

- A. Cushioning shall meet the following requirements:
 - (1) Protect the Product from shock, vibration and abrasion.
 - (2) **Control the free movement of the Product within the container.**
 - (3) Convert irregular shaped Products to a configuration which may be supported within a container.
 - (4) Protect barriers and containers from ruptures by sharp edges or projections.

There are many methods used by NGC to transport parts inclusive of by air, by truck, and by boat. Parts are also then transported upon receipt by carrying or fork lift. All of these methods of movement require parts to be packaged to prevent damage during transportation as required in our T-13 Term in the NGC Terms and condition section of the purchase order.



If NGC receives a part with damage we will be requesting you to submit your packaging plans for NGC review and approval to T-13. We have done this with several of you already and have seen significant reduction in damage upon receipt.

We have seen parts with sharp edges that are transported by boat poking through the box upon receipt due to the part moving back and forth as the boat rocks back and forth.

Please review your packaging to ensure that there is adequate protection for the part, parts that exceed a weight of 1 pound are packaged separately and that there is sufficient dunnage or constraints to prevent the part from shifting in the box / container.

Sincerely,

Troy Conwell
NGC Supplier Quality Engineer
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