

300

*Specification for Packaging of
Airline Supplies*

Revision (2020.1)



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Highlights

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Location	Description of Change
Product License Agreement	Updated Product License Agreement
Figure 6-2.1	Updated Packaging of Electrostatic Discharge Sensitive Devices (ESD) figure
6.3.1 pages 16-17	Updated ESD text to conform with updated ESD figure
Chapter Nine	Added new chapter and information regarding Category I Case Maintenance and Service

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Chapter 1. Introduction

1-1. Purpose

This functional specification establishes guidelines for the packaging of aircraft parts and supplies shipped to an airline and contains minimum recommendations of the airline industry to be used in the design, development, and procurement of effective packaging. Sufficient flexibility has been incorporated in these guidelines to permit desirable technological developments in the packaging field.

1-2. Application of Standards

Each individual airline will decide itself whether to adopt these guidelines or other standards to define its packaging requirements. Unless and until an airline adopts such guidelines as controlling in its relationships with suppliers, such guidelines have no legal effect.

The Air Transport Association (ATA) does not certify or approve shipping containers or designs as being in compliance with this specification.

To the extent these guidelines are based on provisions of the **Code of Federal Regulations** or other legal requirements, they will be deemed amended automatically to reflect any future amendments in those requirements.

1-3. General Description

ATA Spec 300 is organized into chapters, each to provide packaging instructions for repairable and expendable units and components. [\[Chapter 2\]](#) establishes standards which are applicable to the packaging of all parts and supplies. [\[Chapter 3\]](#) outlines additional requirements for repairables and expendables. [\[Chapter 4\]](#) provides packaging standards for kits. [\[Chapter 5\]](#) provides regulatory references and guidance for shipping hazardous materials. [\[Chapter 6\]](#) contains standards for packaging and handling electrostatic discharge sensitive devices. [\[Chapter 7\]](#) and [\[Chapter 8\]](#) outline requirements for **Category I, II, and III** containers. [\[Chapter 9\]](#) describes Cat I Case Maintenance and Service.

Appendices contained within this specification for common and detailed instructions include:

- A. Markings
- B. Inspection / Tests
- C. Glossary of Terms

1-4. Objectives

The primary intent of this specification is to foster the development and standardization of commercial airline packaging which will:

- Provide sufficient protection with a minimum of tare weight and cube consistent with optimum packaging versatility.
- Ensure proper identification of material and containers.
- Eliminate shipping damage due to packaging.
- Reduce packing and unpacking costs.
- Promote environmentally conscious packaging.

1-5. Packaging Requirement Codes

Information regarding the packaging requirements of aircraft spare parts shall be provided to the airline by the supplier in accordance with ATA Specification 2000 (Ref. [\[ATA Spec 2000\]](#)). Refer to ATA's Common Support Data Dictionary (CSDD) [\[ATA CSDD\]](#) for current references of codes and definitions, including the Packaging Code (see Table below). Information shall indicate if the aircraft part requires special packaging, marking, labeling, or handling when in transportation or storage because it is:

- Delicate (sensitive to shock or vibration).
- Hazardous material (includes magnetized materials).
- Kitted (part of a kit).
- Electrostatic discharge sensitive.
- Magnetic field sensitive.
- Shelf life sensitive.

In addition to these packaging requirement codes, the [\[ATA Spec 2000\]](#) Provisioning Chapter requires suppliers to provide technical and descriptive data on all parts.

Packaging Codes	Description
0	No specific packaging requested.
1	Use ATA Spec 300 Category I container.
2	Use ATA Spec 300 Category II container.
3	Packaged and marked as described in ATA Spec 300, Chapter 3.
4	Each Kit to be packaged and identified as described in ATA Spec 300, Chapter 4.
5	Material handling devices required as described in ATA Spec 300, Chapter 6.

Packaging Codes	Description
6	Hazardous Material requires specific packaging and approved markings as described in ATA Spec 300, Chapter 5.
7	Special Reference Packaging as described in ATA Spec 300, Para.1-4. Includes electrostatic devices, photosynthetic processes and other Chapter 1, requirements where protection is required from abnormal deterioration of damage in storage or by handling.
8	Part not shipped in ATA Spec 300 Category I container as indicated in the Purchase Order for repair/overhaul services.

Chapter 2. Packaging of Repairable Parts

2-1. Purpose

To provide packaging requirements for repairable parts which are required to be packaged individually in reusable shipping containers in accordance with this specification.

2-2. Application of Standards

All repairable items which may be removed from the aircraft and economically restored to a fully serviceable condition and having a supporting **Overhaul Manual (OHM)** with a **Recommended Spares Part List** or a **Component Maintenance Manual (CMM)** with a matching **'T' File** shall be shipped to an airline customer in reusable shipping containers. This requirement is specified because of the need to protect the item through shipment, handling, and storage up to the moment of installation, and to repeat the cycle for the life of the item.

For the purpose of this specification, reusable shipping containers are designated as follows:

Category I

Reusable for a minimum of 100 round-trips

Category II

Reusable for a minimum of 10 round-trips

Category III

Usable for a minimum of 1 trip (when used for repairable parts, see also [\[Chapter 8\]](#))

The above categories are differentiated by materials used in the container construction and tests described in this specification.

When it is impractical to individually package minor repairable items in a shipping container (small size, configuration, etc.), they may be packaged in unit containers for consolidation in shipping containers for shipment (Ref. [\[Chapter 3\]](#)).

Items separately packaged in individual containers may be consolidated into single or multiple overwraps for shipping.

Consideration of the special packaging, shipping, handling and storage aspects of components shall be provided by the manufacturer because of its superior knowledge of its products. This information should be made available sufficiently in advance of delivery of the unit to the customer to permit orderly physical and financial planning. This information shall include shock sensitivity, magnetic field sensitivity, hazardous materials classification, electrostatic discharge sensitivity, etc.

Some parts may require additional protection not prescribed by this specification and this specification does not limit or prescribe the additional protection that may be required beyond the scope of this document.

For line replaceable units, manufacturers should be able to provide detailed information necessary for the development of protective packaging.

Unless a **Category I** container has been requested by the customer, the supplier of a repairable item as defined in this specification should ship in a **Category II** container designed in accordance with the requirements of this specification.

Category I and II reusable shipping containers received by a supplier with equipment to be installed in an aircraft or component prior to delivery should be retained and returned to the container owner.

Airlines or suppliers receiving parts to be repaired in an airline or supplier **Category I or II** container should reuse that container for shipment back to the owner unless the container proves to be unfit (i.e. latches, panels, hardware, sharp edges, interior foam dunnage, etc.), or damaged for providing part protection. In this event, a replacement container should be provided for that unit upon shipment. The container owner should be contacted for damaged container final disposition.

2-3. Special Packaging Requirements

2-3-1. Shelf Life and Storage Instructions

The manufacturer of the unit or component shall establish and inform the customers of the shelf life and storage instructions of its products. Items subject to abnormal deterioration, corrosion or chemical reaction in storage by exposure to liquids, vapors, gases, or dust shall be packaged in air-tight containers or wraps constructed of inert materials treated to neutralize any captive air with non-toxic results. Marking of each unit package shall be in accordance with [\[Appendix A\]](#).

2-3-2. Magnetic Fields

Assemblies or components which generate a magnetic field must be packaged and properly spaced in shielding materials which will prevent the magnetic field from adversely affecting adjacent items and instrumentation [\[Chapter 5\]](#).

2-3-3. Electrostatic Discharge Sensitive Devices

Items subject to electrostatic damage shall be packaged, marked and / or labeled and handled in accordance with [\[Chapter 6\]](#) of this specification.

2-3-4. Hazardous Materials

Articles, materials and substances which have been designated as being capable of posing an unreasonable risk to health, safety, and property by the applicable dangerous goods regulatory document shall be packaged in accordance with [\[Chapter 5\]](#) of this specification.

2-3-5. Delicate Materials

Items which are easily damaged when subjected to shock or vibration found in normal transportation must have those fragility characteristics documented by the manufacturer. This includes damage boundary curves or a recommended G-levels and acceleration for a given drop height.

2-3-6. Parts Containing Fluids

Where fluids such as jet fuel or hydraulic fluid are present in an aircraft part, the container and / or packing material must be capable of containing that fluid in the event of leakage from the part. Fluids that are considered hazardous material by the applicable dangerous goods regulatory document shall be packaged in accordance with Chapter 5 of this specification. Cushioning material which is permanently attached to the container or intended to be reusable shall not be considered capable of absorbing the fluid.

Chapter 3. Packaging of Expendable and Minor Repairable Parts

3-1. Purpose

To provide packaging requirements for expendable and minor repairable parts which are not required to be packaged in reusable shipping containers by [\[Chapter 2\]](#).

3-2. Application of Standards

All provisions of [\[Chapter 1\]](#) of this specification apply to the packaging of expendables and minor repairable items.

The special packaging requirements of [\[Section 2-3\]](#) also apply to expendable and minor repairable parts.

Items are categorized under **Class A and B** to determine the package quantity. If an item is not directly referenced below, it is to be categorized according to the nature of the product and its intended use.

Class A Material must be individually packaged in **Unit Container** packaging; to be consolidated into a **Category III** shipping container. Minor repairable items should be individually packaged in **Unit Container** packaging; to be consolidated into a **Category III** shipping container. This is acceptable only if the parts can be subjected to normal on-site warehousing and material handling operations while in their unit containers without requiring additional packaging to prevent damage.

Class A Material

- Abrasive wheels (3" diameter or larger).
- Bearings, and / or higher assemblies containing bearings.
- O rings, seals and packings (excluding **Class B** material).
- Radioactive components.
- Magnetic components.
- Electrostatic discharge sensitive components.
- Sensitive, precision, delicate components.
- Sterile units, oxygen masks, headphones, ear plugs.
- Matched sets must be packaged in one unit pack.
- Hoses having a shelf life requirement.