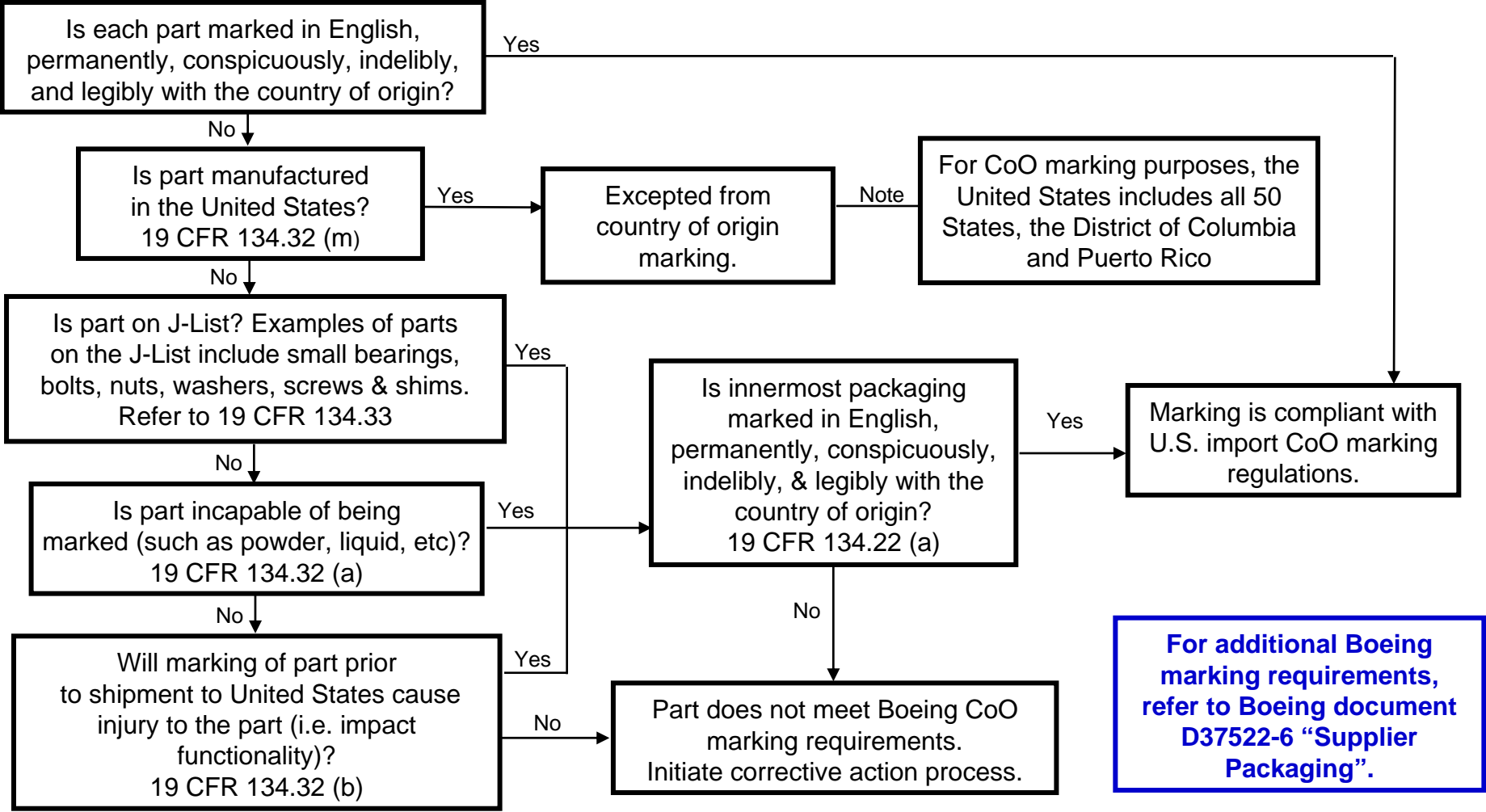


# Boeing Compliance Guide for U.S. Import Country Of Origin (CoO) Marking



**Contact your Boeing Procurement Agent for any questions or concerns.**

Refer to the following pages for additional information and FAQs on exceptions

# Boeing Compliance Guide for U.S. Import Country Of Origin (CoO) Marking

## J - List Items (abbreviated)

19 CFR 134 has an extensive list of small and miscellaneous items that are excepted from country of origin marking identified as the J-List. The packaging/container shall still be marked. The following items form a part of that list and are those that are believed to pertain to aerospace applications:

- 1) Ball bearings, 5/8 inch or less in diameter
- 2) Metal blanks to be plated
- 3) Bolts, nuts and washers
- 4) Metal bars, billets, blocks, blooms, ingots, pigs, plates, sheets, shafting, slabs and metal in similar forms
- 5) Paper stock
- 6) Rags, including wiping rags
- 7) Rivets
- 8) Screws
- 9) Wire

Seller shall contact the Buyer if clarification is needed or to request exceptions to this requirement. If the Seller determines it is not feasible to mark an item, seller will provide a written justification to the Buyer at the time of original contract placement or contract change if the contract has been in force prior to the receipt date of this communication. Exceptions apply to actual part marking only; non-U.S. Sellers are always required to mark the innermost packaging.

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(continued on next page)

# Boeing Compliance Guide for U.S. Import Country Of Origin (CoO) Marking

## FAQ's

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Q: Which 19 CFR 134 Subpart D - Exceptions to Marking Requirements does Boeing accept?

A: 19 CFR 134.32 exceptions a), b), and m):

- a) Articles that are incapable of being marked
  - b) Articles that cannot be marked prior to shipment to the United States without injury
  - m) Articles manufactured in the United States;
- and 19 CFR 134.33 - J-List Exceptions

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Q: Why does Boeing allow only these few exceptions?

A: Boeing has a very large worldwide spares business. Other countries we export to strictly enforce country of origin part marking requirements. In order to meet these various requirements enforced by other countries, Boeing does not differentiate production parts from spares parts when parts are newly procured.

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# Boeing Compliance Guide for U.S. Import Country Of Origin (CoO) Marking

FAQ's (continued)

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Q: What about 19 CFR 134.34, certain repacked articles, and 134.35, articles substantially changed by manufacturer?

A: Please follow 19 CFR 134.34 and 19 CFR.35. Boeing requires all outer carton to be marked with the country of origin per D37522.6.

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Q.What about 19 CFR 134.32(c), articles that cannot be marked because of a prohibitive economical expense?

A: Please contact your Boeing Procurement Agent, who will work with the designated Supplier Management country of origin focal.

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Q: If I have additional questions about the applicability of exceptions, who should I contact?

A: Please contact your Boeing Procurement Agent, who will work with the designated Supplier Management country of origin focal.

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Note: D37522-6 Supplier Packaging Instructions is available via the My Boeing Fleet (MBF) portal and the Boeing Supplier Portal (BSP) Contracting/Shipping/Payment page. See: GS&S Direct Ship documents.

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