Air Cargo Advance Screening (ACAS) Implementation Guide

Version 1.0-June 2018

U.S. Customs and Border Protection

Office of Field Operations

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1.0 Introduction

The Air Cargo Advance Screening (ACAS) program evaluates air shipments for threats to aviation. Messages describing upcoming shipments are sent to the Department of Homeland Security (DHS) in advance of the cargo departure for the United States. This data is reviewed jointly by Customs and Border Protection (CBP) and Transportation Security Administration (TSA) personnel to identify threats. ACAS will return message acknowledgements to the submitter as well as any holds on the shipment. While the data may be sent at any time before departure, participants are encouraged to send data as early as possible to avoid disruptions to cargo movement should action be required.

The ACAS pilot has already shown that the air cargo community is capable of submitting the mandatory advance electronic information for air cargo prior to loading the cargo onto aircraft destined to or transiting through the United States at the last foreign port of departure.

The benefits of the ACAS program include the following:
- ➢ Increasing security by leveraging Department of Homeland Security (DHS) threat data and other data to employ a risk-based approach to improve air cargo security through targeted screening
- ➢ Gaining efficiencies by automating identification of high-risk cargo for enhanced screening before it is consolidated and loaded on U.S.-bound aircraft
- ➢ Reducing paper processes related to cargo screening requirements, thereby increasing carrier convenience

2.0 Background

The ACAS pilot was launched in December, 2010 in response to an October, 2010 incident during which concealed explosive devices were discovered in cargo on board aircraft destined for the United States. CBP partnered with the TSA and the private sector to determine a way to interdict such cargo before the departure of the aircraft to the United States. As a result, CBP, TSA and volunteers from the private sector launched the pilot.

The CBP regulations implementing the ACAS program (19 CFR 122.48b) require that certain advance data be transmitted before aircraft departure, either through direct communication with ACAS as described in this document or by transmission of the corresponding manifest (19 CFR 122.48a) data in that timeframe.

All parties required to or interested in transmitting ACAS data should contact their assigned CBP Client Representative. If one has not yet been assigned, please send an e-mail to gmb.clientrepoutreach@cbp.dhs.gov.

3.0 ACAS Implementation

The following sections provide the detailed requirements and steps for participants to file pre-departure data with ACAS.

3.1 ACAS Operating and Test Environments

CBP supports development and testing in the ACAS environment referred to as the Certification Region or "CERT." Full participation occurs in the Production Region or "PROD". The CERT environment supports the current version of the ACAS application suite. This configuration provides a timely environment for new and existing participants to test their solutions. The PROD Region allows transmission of data to satisfy the ACAS regulatory requirements.

3.2 ACAS Filing Workflow

Figure 1 shows the current ACAS workflow and processes. This workflow was developed by DHS in conjunction with the many industry participants in the ACAS pilot.
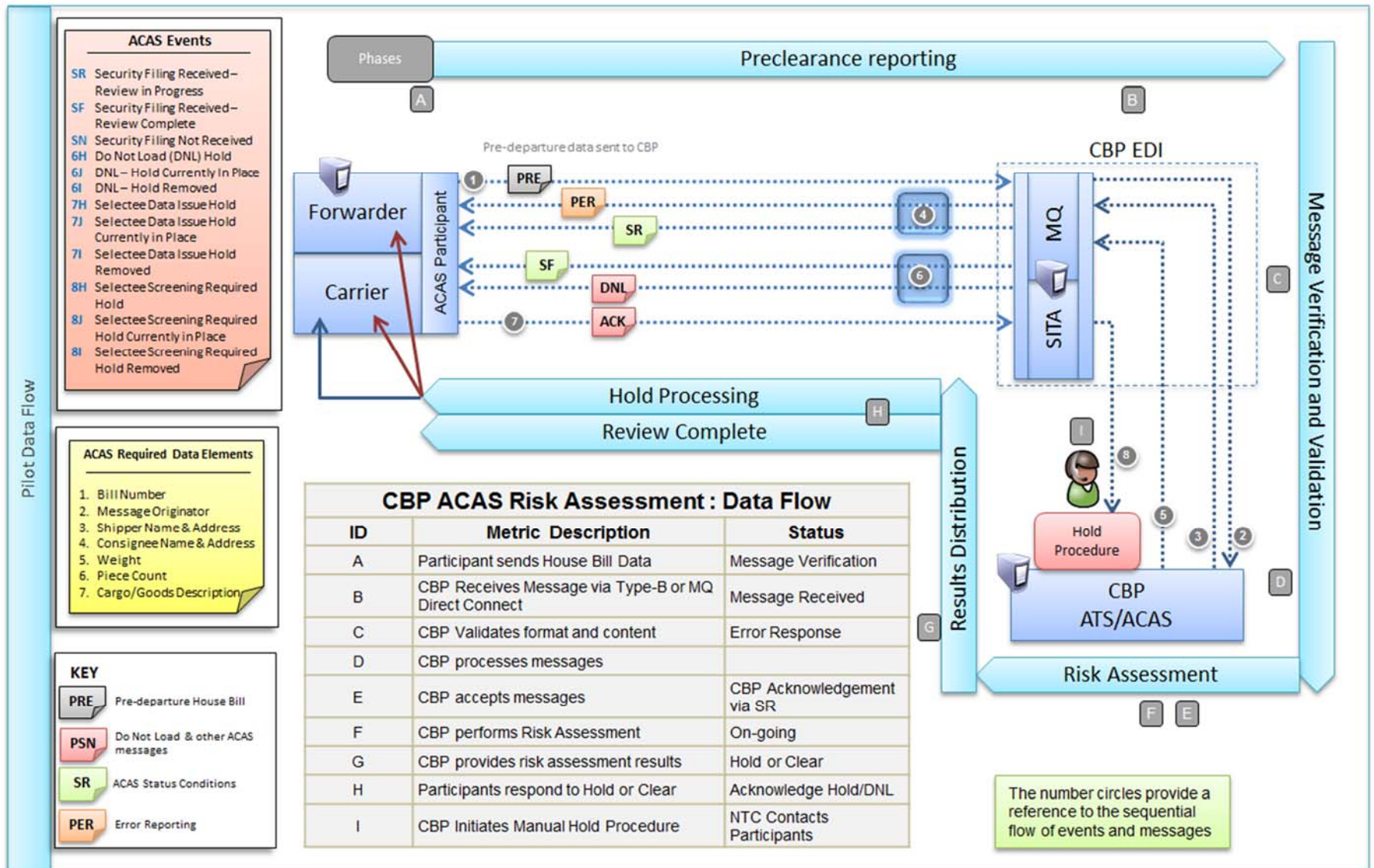
Figure 1 - ACAS Processing Flow Reference Chart

The figure includes the following content:

ACAS Events

- **SR** Security Filing Received – Review in Progress
- **SF** Security Filing Received – Review Complete
- **SN** Security Filing Not Received
- **6H** Do Not Load (DNL) Hold
- **6J** DNL – Hold Currently In Place
- **6I** DNL – Hold Removed
- **7H** Selectee Data Issue Hold
- **7J** Selectee Data Issue Hold Currently in Place
- **7I** Selectee Data Issue Hold Removed
- **8H** Selectee Screening Required Hold
- **8J** Selectee Screening Required Hold Currently in Place
- **8I** Selectee Screening Required Hold Removed

ACAS Required Data Elements

1. Bill Number
2. Message Originator
3. Shipper Name & Address
4. Consignee Name & Address
5. Weight
6. Piece Count
7. Cargo/Goods Description

KEY

- **PRE** Pre-departure House Bill
- **PSN** Do Not Load & other ACAS messages
- **SR** ACAS Status Conditions
- **PER** Error Reporting

Phases — Preclearance reporting

Pre-departure data sent to CBP

CBP EDI — MQ — SITA

Hold Processing / Review Complete

Results Distribution — Hold Procedure — CBP ATS/ACAS — Risk Assessment

Message Verification and Validation

Pilot Data Flow

CBP ACAS Risk Assessment : Data Flow

ID	Metric Description	Status
A	Participant sends House Bill Data	Message Verification
B	CBP Receives Message via Type-B or MQ Direct Connect	Message Received
C	CBP Validates format and content	Error Response
D	CBP processes messages	
E	CBP accepts messages	CBP Acknowledgement via SR
F	CBP performs Risk Assessment	On-going
G	CBP provides risk assessment results	Hold or Clear
H	Participants respond to Hold or Clear	Acknowledge Hold/DNL
I	CBP Initiates Manual Hold Procedure	NTC Contacts Participants

The number circles provide a reference to the sequential flow of events and messages

3.3 ACAS Data Elements

The following minimum set of house-level data elements comprises a complete ACAS filing. The information provided should be based on the best available information at the time of transmission. These data elements are a subset of manifest data requirements and were selected based on their availability to air carriers and other filers early in the lifecycle of a cargo transaction as well as their probative value. These data elements allow CBP to effectively target, identify, and mitigate risks with the least impact possible on Trade operations.

3.3.1 Data Required Pre-Loading

This section identifies the limited data set required for ACAS risk assessment. These elements are known in the industry as the "house manifest" data that exists prior to departure. In addition to this list of mandatory data items, an Air Waybill Number must be included as the identifying element, as well as a Participant Originator Code.

1) Total Quantity – based on the smallest external packing unit
2) Total Weight – total weight of cargo expressed in pounds or kilograms
3) Cargo Description – generic cargo descriptions should be avoided
4) Shipper Name and Address – individual name or name of business and a valid street address with city/province, country and postal code
5) Consignee Name and Address – individual name or name of business and a valid street address with city/province, country and postal code.

Air Waybill Number (*must be included as the Unique Transmission Identifier).*
- The house air waybill (HAWB) number is a mandatory data element.
- The master air waybill (MAWB) number is a conditional data element. The MAWB number is required unless the ACAS participant will also submit the 19 CFR 122.48a data to ACE using the same HAWB and that HAWB uniquely identifies the cargo from the participant.

Participant Originator Code – This is the seven-character code used in the message envelope to designate the "sender" address. This is used to identify the participant and the return address for messaging. The Originator Codes are primarily used in communication parameters; more details about them can be found in Sections 4.7 and 4.8.

Any additional data elements are accepted and encouraged, including the following:
- Data elements listed in 19 CFR 122.48a
- Details relating to the mandatory ACAS data elements (e.g. Shipper Telephone Number)
- Data elements defined in the message formats being used for ACAS data transmissions

3.4 ACAS Testing

The CBP ACAS team supports two separate operating environments. The CERT region is where participants will test their implementation. This environment operates on a 24/7 basis but is not monitored on a 24x7 basis. CERT allows the participant to test connectivity, communications,

protocols, and message format. After successfully testing in CERT, the participant can move to PROD.

The following provides a high level view of the testing that will occur in CERT prior to entering production.

Testing of Bill Submissions
    1) Assess sufficient volume of bill submissions
    2) Evaluate message format error rate
    3) Evaluate message content error rate
    4) Evaluate and test full suite of message types
    5) If possible, use same communication trigger as would be used when in Full Production to send data to ACAS

Testing of PER and PSN Responses from ACAS to the Participant System
    1) Evaluation of generation and handling of the PSN message with SR and SF codes
    2) Evaluation of generation and handling of PSN Holds (Codes: 6J, 7J, 8J)
    3) Evaluation of generation and handling of PSN with SN code in response to an FHL/PHL checklist message (if applicable)

Testing of Holds and Releases
    1) Evaluation of the generation and handling of Holds for the PSN Codes (6H, 7H, 8H)
    2) Evaluation of the generation, handling and acknowledgement of Holds
        a. PSN from Air AMS participant with "Z" status code for ASN message line used as Acknowledgement of the Hold
    3) Evaluation of generation and handling of Hold Releases for PSN Codes (6I, 7I, 8I)

4.0 Shipment Transmission

Participants should transmit a message with House or Simple AWB data to CBP as early as practical. The required fields may be limited to the basic ACAS data elements, as specified in Section 3.4.1. It is ACAS best practice to send all available data, so other fields specified in the message format may be populated even if they are not required. Records not specified below may be omitted if none of the information in the record is available.

House Bill data may be sent via a PHL/FHL message. The following records must be present:

- SMI
- HBS with airport codes as blanks if not available
- SHP
- CNE

Master or Simple Bill data may be sent using the PWB/FWB message. The following records would be required:

- AWB Consignment Details with airport codes as blanks if not available

- SHP
- CNE
- RTD with at least the Goods Description

Alternately, a CAMIR Air format Bill message (such as PRI/FRI) could be sent. At a minimum, the following must be present in a CAMIR Air message:

- SMI
- AWB – for HAWB-level transmissions, at least the HAWB number must be populated. For other transmissions, the AWB prefix and serial number are required.
- WBL with at least number of pieces, weight code and weight, and cargo description
- SHP
- CNE

ACAS will accept the following messages.

Message Identifier	Function	CAMIR	Cargo-IMP
FRI	Freight Report Inbound	√	
FRC	Freight Report Change	√	
FXI	Freight Express Inbound	√	
FXC	Freight Express Change	√	
FRX	Freight Report Cancel	√	
FXX	Freight Express Cancel	√	
FSN	Freight Status Notification	√	
FER	Freight Error Report	√	
FHL	Consolidation List / Check List		√
FWB	Air Waybill Data		√

ACAS accepts the "P" version of these message identifiers (e.g. FRI or PRI). ACAS does not distinguish between initial inbound messages and change messages: if a change is received without a previous inbound message it will be accepted as a new shipment; if a second inbound message is received it will be processed as an update of the initial message. While cancellations are not required, they can be used to identify a "no show" shipment without impacting the targeting process. However, cancellations should not be used when filing an update.

If a Consolidator has sent a message about a shipment, an airline can also send messages for the same shipment. The response message to any subsequent message about a shipment will reflect the current status of the shipment. Once a message about a shipment has been received from an airline, all subsequent messages about a change in status of that shipment will be copied to that airline.

4.1 Linking Master and House Bills

For the airline or all-cargo carrier to be assured that all cargo has been reviewed by the ACAS team, house bills must be linked to their corresponding master bills. If the house bill message was originally transmitted without the master bill reference, there are four ways for this data to be linked:

- When the master bill is assigned, the consolidator may file a new PHL/FHL or CAMIR Air message (such as PRI/FRI) with the master bill number populated.
- The consolidator can send a PHL/FHL check-list message giving the house bill numbers associated with a master bill.
- The airline may file a PHL/FHL detail message containing the master bill information. This will be linked to the consolidator-provided house bill based on the house bill number element and matching of other substantive data on the bill.
- The ACAS participant may file the 19 CFR 122.48a data with ACE for the shipment including the HAWB number, if the HAWB uniquely identifies the cargo.

Note that future Hold messages for house bills will be copied to the carrier after ACAS receives the master bill from the carrier. If there are any changes to the status of the bills, updates will be sent to both the consolidator and carrier. These messages will be sent asynchronously.

4.2 Messages from ACAS

Notices back to the transmitter will be provided via PSN (Preliminary Status Notification) messages, which will be formatted similar to the CAMIR-Air FSN message. These messages will include the following records:

- SMI
- AWB received in the submission (that is, if no MAWB has been provided, it will be space-filled in the response)
- CSN

The following action codes will be used in the PSN record as follows:

- SR—Security Filing Received—Assessment In Progress
- SF—Security Filing Received—Assessment Complete
- SN—Security Filing Not Received (used when an FHL/PHL checklist refers to a house bill that has not been received)
- 6H—Do Not Load (DNL) Hold
- 6J—Do Not Load Hold Currently In Place
- 6I— Do Not Load Hold Removed
- 7H—Selectee Data Issue Hold
- 7J—Selectee Data Issue Hold Currently In Place
- 7I— Selectee Data Issue Hold Removed

- 8H—Selectee Screening (or Verification) Required Hold
- 8J—Selectee Screening (or Verification) Required Hold Currently In Place
- 8I— Selectee Screening (or Verification) Required Hold Removed

These messages will be sent when available.

4.3 House/Simple Bill Responses

When an advance filing is received, ACAS will immediately issue one of the following:

- PSN message with an SR action code, indicating that the message was accepted and is being reviewed by the ACAS team; or
- PSN message with an SF action code, indicating that the shipment review has been completed based on the information received and available at that time; or
- PER (Preliminary Error Report) message. The PER message will include an ERR record that gives the error code 400 and an explanation in the error message text (specific values are documented below). Errors will be returned if the message does not conform to the specified format or if any of the required data is missing.

ACAS will use the RTD record Goods Data Identifier value C (consolidation) in a PWB/FWB message or the Consolidation Identifier in the PRI/FRI message to indicate a master bill if it is present. Otherwise, ACAS will distinguish between master and simple bills by the presence of linked house bills; if there are no house bills present, the bill will be handled as a simple bill.

If the initial response was PSN/SR, this will be followed by a PSN/SF message when the shipment review has been completed. Note that it is possible for a hold to be placed after the review has been completed.

When ACAS receives a subsequent posting for a shipment, either as an update from the original submitter or a submission from another party such as the carrier, the response action code will represent the current status of the shipment. If the cargo has been placed on hold, the current status of the cargo (that is, the action code of 6J, 7J or 8J representing an active hold or 6I, 7I or 8I representing a removed hold) will be returned in the PSN response. If the shipment has completed an ACAS assessment, the SF response will be returned. The SR response will be sent if the review is still in progress.

4.4 Master Bill Responses

ACAS will respond to a master bill submission (PWB/FWB or PRI/FRI for a master bill) with a PSN message that includes a series of AWB/CSN pairs. There will be at least one AWB/CSN pair, providing the master bill advisory aggregate status. The master bill advisory aggregate status is equal to the most significant status of any of the linked house bills. Note that it is the status of the house bills that indicates the ACAS requirements for each shipment; the carrier may

address the holds at the house bill level and does not have to hold the entire master bill based on the advisory master bill aggregate status.

There will be an additional AWB/CSN pair for each house bill currently on hold, if any. These house bills will therefore only have status codes of 6J, 7J, or 8J.

4.5 Master Bill Checklist Responses

ACAS will respond to an FHL/PHL check-list message with a PSN message that includes a series of AWB/CSN pairs similar to a master bill response. The checklist PSN will include the related master bill's advisory aggregate status similar to the master bill response.

There will be an additional AWB/CSN pair for every house bill listed in the FHL/PHL check-list message, regardless of each house bill's status.

4.6 Shipment Holds

If a shipment is designated as a Do-Not-Load or Selectee after review by DHS personnel, a PSN message with the appropriate action code (6H, 7H or 8H) will be sent. The transmitter will respond with a PSN message including an ASN (Airline Status Notification) record with a status code of Z to indicate that the DNL or Selectee hold was understood. Similar to the hold request PSN messages, these messages will include the following records:

- SMI
- AWB—Bill identifiers will be populated in accord with messages sent to ACAS
- ASN

If the transmitter is not able to accept the hold, no automated message would be sent, and the transmitter should contact CBP personnel directly. The security protocols to control the handling of a shipment with these statuses will be provided by TSA.

If a shipment is designated as a Selectee because the advance filing data was not sufficient to reach a conclusion (for instance, if the data provided did not give the consignee's identity), a PSN message with a 7H action code will be sent. The remarks field in the CSN record will indicate the information in question. If the concern was with data in the message and that additional or corrected data is available, the shipment should be re-filed using the PHL or PRI message. The cargo will retain its Selectee status until the 7I message is sent. Note that other hold types (6H and 8H) do not reflect issues with the submitted data, and would not typically lead to the resubmission of the waybill.

Once the issue has been resolved and the DNL or Selectee hold is removed, a PSN message with a 6I, 7I or 8I action code will be sent. This message need not be acknowledged. As a future enhancement, information regarding the handling, examination and disposition of the shipment will be sent to CBP electronically.

4.7 Message Transport

Messages may be exchanged with ACAS either via message provider (SITA or ARINC) or direct MQ connection. In general, ACAS participants that submit data to other CBP systems will use the same transport that they use for those systems, although this is not required.

Message formatting and transport will be consistent with Air AMS standards specified in CAMIR-Air Appendix D, which specifies a Type-B message envelope. This format is used even for direct MQ transmission.

4.7.1 SITA and ARINC

The ACAS address is:

Certification Processing: WASACCR

Production Processing: WASAPCR

Participants must provide their Originator Code (address) for certification and production so that the response path can be configured in the ACAS system.

4.7.2 MQ Details

Messages will be sent over ACAS-specific queues on the participant's existing MQ channel. For messages to ACAS:

CBP Certification Queue Manager: CBP_QGC1

CBP Production Queue Manager: CBP_QGP2

CBP Queue: CBP.ACAS.INBOUND supports ACAS Production and Certification Processing

The participant will specify their seven-character Originator Code, queue manager name and destination queue name for response messages. The code and communication information may be the same as their ACE air manifest setup, but does not have to be.

4.8 Header Data Required for Transmission

The mandatory header data must be present for acceptance into ACAS. In addition to the standard text outlined in the CAMIR specification, there is additional "Header" data requirements. The **BOLD** items are ASCII control characters. This mandatory data must be present for acceptance into ACAS. The following data should be transmitted in addition to transaction text messages:

<CR><LF><SOH>WASAPCR**<CR><LF>**.(YOUR ORIGINATOR CODE)**<CR><LF><STX>**(TEXT MESSAGE FRI, etc)**<CR><LF><ETX>**

Example in ASCII:

0D0A01WASAPCR0D0A2E(eight-character originator code)
0D0A02FRC..xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx0D0A03

In addition to the standard text outlined in the CAMIR specification, there is additional "Header" data requirements for outbound transaction messaging. Concessions to receive/process this mandatory outbound header data sent by CBP (ACAS) must be made. The following data will be transmitted in addition to transaction text messages:

<CR><LF><SOH>QK SECCARRCRLF.(period)WASAPCR
HHMMSSSS**<CR><LF><STX>**"XXXXXXXX XXXX X"**<CR><LF><ETX>**

Example in ASCII:

"0D0A01"QK (seven-character originator
code)0D0A2EWASAPCRHHMMSSSS"0D0A02"xxxxxx
xxxxxxxxxxxxxxxxxxxxxxxx"0D0A03"

5.0 ACAS Messages and Definitions

This section provides the detailed definitions for all of the ACAS messages. The first sub-section provides a high-level definition of each message. The next sub-section provides the detail for each of the message components or field-level definitions. A review of the external specification might be required for licensed specifications/standards. The final sub-section provides examples of each of the messages that ACAS processes.

Airlines and freight forwarders will exchange advance security filing data and related action messages for air cargo with CBP using new messages modeled on existing Cargo-IMP formats, CBP CAMIR-Air messages, or IATA E-Freight XML. While the overall form of each ACAS message is similar to the message on which it is based, the new message formats will have slight differences in edits, timing, or new coded values as needed. The messages used for ACAS are as follows:

Message Format	Based Upon	Source
PHL	FHL	Cargo-IMP
PRI	FRI	CAMIR Air
PSN	FSN	CAMIR Air
PER	FER	CAMIR Air
PWB	FWB	Cargo-IMP

Messages may be transmitted with either the industry-standard nomenclature (e.g. FHL) or the modified name (e.g. PHL). In general, the set of mandatory fields in the ACAS message will be more limited than in the original message upon which it was based. Records that are not required in the ACAS message may be omitted entirely; if some data elements are present, the entire record should be present with the unused fields space-filled.

5.1 ACAS High-Level Message Definitions

5.1.1 Freight Report Inbound

Standard message identifier: FRI or PRI
Message function: To report consignment information for air waybills.
Message originator: Any participant.
Message rules: ACAS participants may transmit the message when the data elements
        necessary to create a record have been established.
Message format: Message elements must be in the following order. Message elements that
        comprise a mandatory transmitted Line Identifier are shown in bold.

Element	Element Description	Status	Notes
SMI	Standard Message Identifier	M	1
CCL	Cargo Control Line	C	
AWB	Air Waybill (Shipment Identification)	M	
WBL	Waybill Details	M	
ARR	Arrival Details	C	
AGT	Agent (Alternate transmitter)	C	
SHP	Shipper Name and Additional Information	M	
CNE	Consignee Name and Additional Information	M	
OPI	Other Party Name and Additional Information	C	
TRN	Transfer Details	C	
CSD	CBP Shipment Description	C	
FDA	FDA Freight Indicator	C	
OCI	Other Customs Information	C	

Notes:

1. The FRI message is used for reporting manifest data whether or not there is a previous ACAS submission for the shipment.

5.1.2 Freight Status Notification

Standard message identifier – FSN or PSN
Message function: To notify an ACAS participant of an action or status for a particular air
        waybill record.

Message originator: The ACAS system.

Message rules: PSN messages from CBP are routed to the participant identified as the air waybill record message originator.

Message format: Message elements must be in the following order. Message elements that comprise a transmitted Line Identifier are shown in bold.

Element	Element Description	Status	Notes
SMI	Standard Message Identifier	M	
AWB	Air Waybill (Shipment Identification)	M	
CSN	CBP Status Notification	M	

5.1.3 Freight Error Report

Standard message identifier – **PER (based upon FER)**

Message function: To notify the message originator of one or more errors in a previous message to CBP or, to notify an air carrier that entry data has been processed by CBP referencing a shipment for which manifest data has not been received.

Message destination: The participant originating the message that contained the error.

Message rules: The PER is sent as a response to a message that has failed validation by an edit within ACAS.

Message format: Message elements must be in the following order. Message elements that comprise a transmitted **Line Identifier** are shown in **bold**.

Element	Element Description	Status	Notes
SMI	Standard Message Identifier	M	
ERF	Error Report Flight	M	
AWB	Air Waybill (Shipment Identification)	M	
ERR	Error Message	M	

5.1.4 Freight House Checklist

Standard message identifier – **FHL or PHL**

Message function: To provide a list of House Waybills associated with a Master Air Waybill. This is also referred to as the Checklist message.

Message destination: The ACAS system.

Message rules: The FHL/PHL can be sent by a forwarder prior to the assignment of a Master Air Waybill number. The Air Carrier participant would complete the association with a FRI/PRI, FHL/PHL or FWB.

Message format: Please refer to the IATA Cargo-IMP message format document.

5.1.5 Freight Way Bill

Standard message identifier – **FWB or PWB**
Message function: To transmit the complete contract information about the Air Waybill.
Message destination: ACAS System.
Message rules: The FWB can fulfill all of the ACAS required data elements.
Message format: Please refer to the IATA Cargo-IMP message format document.

5.2 ACAS Message Element Definitions

The following message element tables contain the format and content of all of the required fields.

1. Table Headers - Contain a description of the message/line data that the table is defining.
2. Column Headers - Describe the type of data contained in the associated column.
   A. Element/Data Element - Identifies the elements/data elements of each line.
   B. Element Description – Appears only in Message Types table.
   C. Length/Class – Describes the format of each data element. Appears only in Line table.
   D. Status – Contains codes with the following meanings:
      1. 'M' – Element is mandatory, needed for successful processing of the message type.
      2. 'C' – Element is conditional, not needed for successful processing of the message type.   The element may be required based on the factors associated with the function.
      3. 'O' – Element is optional, not needed for successful processing of the message type. The element may be necessary to complete the manifest record for release of the freight status notification message(s).
   E. Note – Contains a number that refers to text under 'Notes' describing information pertinent to the element.

5.2.1 Standard Message Identifier (SMI): A code designating the type of message.

Standard Message Identifier				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Valid Standard Message Identifiers are: Code Description FRI Freight Report Inbound FRX Freight Report Cancellation FXI Freight Express Inbound FXC Freight Express Change FXX Freight Express Cancellation FSN Freight Status Notification FER Freight Error Report	
Line Terminator	CRLF	M	Carriage return, line feed	

5.2.2 Cargo Control Location (CCL): The first airport of arrival and the air carrier code or FIRMS code of the message originator.

Cargo Control Location				
Data Element	Length/Class	Status	Description	Note
Airport of Arrival	3A	O	The IATA code of the first airport of arrival in the United States. Valid U.S. airport codes are located in the CAMIR Specification, Appendix A.	1
Cargo Terminal Operator	2-4AN	O	The IATA/ICAO air carrier code for the carrier or the Facility Information Resource Management System (FIRMS) code.	1
Line Terminator	CRLF	M	Carriage return, line feed	

5.2.3 Air Waybill (AWB): The air waybill number and optional package tracking identifier.

Air Waybill				
Data Element	Length/Class	Status	Description	Note
Air Waybill Prefix	3AN	C	The standard air carrier prefix. The International Air Transport Association (IATA) may issue air waybill prefixes.	1,2
Separator	Hyphen	M	-	
AWB Serial Number	8N	C	An 8-digit number composed of a 7-digit serial number and the MOD-7 check-digit number.	2
Separator	Hyphen	C	-	3
Consolidation Identifier	1A	C	The consolidation identifier "M" is used to identify a master air waybill.	
HAWB Number	1/12AN	C	The alphanumeric house air waybill number.	4
Separator	Slant	C	/	
Package Tracking Identifier	35AN	O	An optional alphanumeric field to identify a house air waybill.	
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

IATA issues numeric prefixes (3N). Non-IATA prefixes in the following formats are valid:

AAA – (ICAO 3-letter code)
ANN – (CBP assigned 3-character carrier code referenced in the CBP ACS carrier record (mode of transport code 40 (air) established for an air carrier not qualifying for an International Civil Aviation Organization (ICAO) approved 3-letter airline designator)

Note 2

Air carriers unable to meet IATA requirements for a numeric IATA Prefix code may assign any 8-digit AWB serial number to a non-IATA AWB prefix (Note 1) to identify shipments arriving via air. A non-IATA prefix and AWB serial number may not be used as an In-Bond control number. Air carriers that have

obtained a numeric IATA prefix may assigned any 8-digit AWB serial number to identify shipments of company material, international mail shipments (CBP Directive 3220-004, Manifesting of International Mail by Air Carriers), or post-entered shipments arriving via air (non-revenue shipments subject to CBP manifest regulations). Current CBP regulations require that an air waybill number must not be reused for a period of one year after issuance.

Note 3

To report either Consolidation Identifier or a HAWB Number.

Note 4

Report the full House air waybill identifier as printed on the hard copy document. This includes alpha characters preceding or contained within the House-level shipment identification.

5.2.4 Waybill (WBL): The airport of origin, permit to proceed destination airport, piece count, weight, cargo description, and date of arrival at permit to proceed airport.

Waybill				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be WBL.	
Separator	Slant	M	/	
Airport of Origin	3A	O	The code of the foreign airport from which a shipment began its transportation by air to the U.S. Airport codes are available from the IATA Airline Coding Directory.	
Permit to Proceed Destination Airport	3A	O	The U.S. airport code of destination when an air waybill is transported by the air carrier under the provisions of a permit to proceed.	1
Separator	Slant	M	/	
Shipment Description Code	1A	M	Must be "T".	
Number of Pieces	1-5N	M	Total number of pieces.	
Separator	Slant	M	/	
Weight Code	1A	M	K (Kilos) or L (Pounds)	
Weight	1-7N	M	Total weight. If included, a decimal must be followed by a number.	
Separator	Slant	M	/	
Cargo Description	1-35AN	M	Description of the merchandise as listed on the air waybill document. 14 lines of description may be included. Each continuation line must begin with a slant (/) and be terminated by a CRLF. A slant (/) within the cargo description must be replaced by a space.	
Separator	Slant	C	/	
Date of Arrival at the Permit to Proceed Destination Airport	5AN	O	Date in NNAAA format where NN is the two character numerical day of the month and AAA is the first three alpha characters of the month. For example December 10 would be 10DEC.	1
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

The U.S. airport where cargo is first unladed from the importing flight, when other than airport of first arrival in U.S., when provided by the incoming air carrier only (19 CFR 122.48a(d)(1)(xiv).

5.2.5 Agent (AGT): Identifier of other party electing to receive ACAS shipment status notifications

Agent				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be AGT.	1
Separator	Slant	M	/	
Air Manifest or ACAS Participant Code	2-7AN	O	An air carrier code (2-3AN), FIRMS code (ANNN) or ACAS identifier (7AN).	
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

This record identifies a second Notify Party to receive ACAS notifications for the shipment. Once this agent has been identified, copies of all notifications will be sent to the given address.

5.2.6 Shipper (SHP): The name, address and related information of the shipper

Shipper				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be SHP.	
Separator	Slant	M	/	
Name	1-35AN	M	Name of the shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
Street Address	1-35AN	M	Street address of the shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
City, County, Township	1-17AN	M	The city, county or township of the shipper.	
Separator	Slant	C	/	
State or Province	1-9AN	O	The state or province code of the shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
Country Code	2A	M	Use a valid International Standards Organization (ISO) country code. Country codes can be referenced from the ISO and may be found in Appendix A.	
Separator	Slant	C	/	
Postal Code	1-9AN	O	The postal code of shipper.	
Separator	Slant	C	/	
Telephone Number	1-14AN	O	Hyphens may be used.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	C	/	1
Party Info Type	3A	M	Party Information Type	2
Separator	Slant	M	/	
Party Info	1-70C	M	Party Information	
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

The party information record provides additional information about the shipper. The record is not mandatory and may be omitted, but the provision of additional data is an ACAS best practice. The record may be repeated as many times as needed.

Note 2

The list of party information types is given in section 6.3.

5.2.7 Consignee (CNE): The name, address and related information of the consignee

Consignee				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be CNE.	
Separator	Slant	M	/	
Name	1-35AN	M	Name of the consignee.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
Street Address	1-35AN	M	Street address of the consignee.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
City, County, Township	1-17AN	M	The city, county or township of the consignee.	
Separator	Slant	C	/	
State or Province	1-9AN	O	The state or province code of the consignee.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
Country Code	2A	M	Use a valid ISO country code.	
Separator	Slant	C	/	
Postal Code	1-9AN	O	The postal code of the consignee.	
Separator	Slant	C	/	
Telephone Number	1-14AN	O	Hyphens may be used.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	C	/	1
Party Info Type	3A	M	Party Information Type	2
Separator	Slant	M	/	
Party Info	1-70C	M	Party Information	
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

The party information record provides additional information about the consignee. The record is not mandatory and may be omitted, but the provision of additional data is an ACAS best practice. The record may be repeated as many times as needed.

Note 2

The list of party information types is given in section 6.3.

5.2.8 Other Party Information (OPI): The name, address and related information of another interested party

Other Party Information				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be OPI.	1
Separator	Slant	M	/	
Party Type	3A	M	The type of party.	2
Separator	Slant	M	/	
Name	1-35AN	M	Name of the other party.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
Street Address	1-35AN	M	Street address of the other party.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
City, County, Township	1-17AN	M	The city, county or township of the other party.	
Separator	Slant	C	/	
State or Province	1-9AN	O	The state or province code of the other party.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
Country Code	2A	M	Use a valid ISO country code.	
Separator	Slant	C	/	
Postal Code	1-9AN	O	The postal code of the other party.	
Separator	Slant	C	/	
Telephone Number	1-14AN	O	Hyphens may be used.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	C	/	3
Party Info Type	3A	M	Party Information Type	4
Separator	Slant	M	/	
Party Info	1-70A	M	Party Information	
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

Other party information is not required, but its submission is an ACAS best practice. This record may be repeated as needed.

Note 2

The list of party types is given in section 6.4.

Note 3

The party information record provides additional information about the other party. The record is not mandatory and may be omitted, but the provision of additional data is an ACAS best practice. The record may be repeated as many times as needed.

Note 4

The list of party information types is given in section 6.3.

5.2.9 Departure (DEP): The carrier code, flight number, date of scheduled arrival, liftoff date, liftoff time and optionally the actual carrier code and flight number

Departure				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be DEP.	
Separator	Slant	M	/	
Importing Carrier	2-3AN	O	The carrier code of the airline that sent the DEP message.	
Flight Number	3-5AN	O	Valid flight number formats are: three numeric (003), three numeric followed by an alpha character (003A), four numeric (1234), or four numeric followed by an alpha character (1234A).	
Separator	Slant	M	/	
Date of Scheduled Arrival	5AN	O	Scheduled date of arrival at the first US airport in NNAAA format.	
Separator	Slant	M	/	
Liftoff Date	5AN	O	Actual departure date in NNAAA format at last foreign airport.	
Liftoff Time	4N	O	Actual departure time (GMT) in HHMM (hour, minute) format.	
Separator	Slant	C	/	
Actual Importing Carrier	2-3AN	O	The carrier code of the actual airline that is carrying the freight.	
Actual Flight Number	3-5AN	O	Flight number for actual flight that is carrying the freight. Valid flight number formats are: three numeric (NNN), three numeric followed by an alpha character (NNNA), four numeric (NNNN), or four numeric following by an alpha character (NNNNA).	
Line Terminator	CRLF	M	Carriage return, line feed.	

5.2.10 Other Customs Information (OCI): Other Customs, Security and Regulatory Control Information

Other Customs Information				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be OCI.	1
Separator	Slant	M	/	
Country Code	2A	O	ISO Country Code	
Separator	Slant	M	/	
Information Identifier	3A	O		
Separator	Slant	M	/	
Customs, Security and Regulatory Control Information Identifier	1/2A	M		
Separator	Slant	C	/	
Supplementary Customs, Security and Regulatory Control Information	1/35AN	C		
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

The OCI record duplicates the OCI record used in CARGO-IMP FHL and FWB messages. See CARGO-IMP note FHL30.

5.2.11 CBP Status Notification (CSN): A status code and other information from CBP via FSN message to an ACAS participant regarding the status of an air waybill as related to a specific transaction

CBP Status Notification				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be CSN.	
Separator	Slant	M	/	
Action Code	2AN	M	Valid action codes are located in Appendix A.	
Separator	Hyphen	M	-	
Number of Pieces	1-5N	M	The quantity associated with the above action code.	
Separator	Slant	M	/	
Transaction Date	5AN	M	Transaction date in NNAAA format, where NN is the two character numerical day of the month and AAA is the first three alpha characters of the month. For example December 10 is 10DEC.	
Transaction Time	4N	M	Time in HHMM format (hour, minute).	
Separator	Slant	C	/ Present if action code references a transaction including entry data or remarks.	
Entry Type	2AN	C	Valid entry type from Appendix A.	
Entry Number	1-15AN	C	Entry number supplied by the filer.	
Separator	Slant	O	/	
Remarks	1-20AN	O	An optional field to transmit additional remarks to the Air AMS participant. Remarks may be transmitted to the Air AMS participant for any Action Code whether or not preceded by an Entry Type and Entry Number.	
Line Terminator	CRLF	M	Carriage return, line feed.	

5.2.12 Error (ERR): An error code and text message sent to an ACAS participant via a Freight Error Report message

Error				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be ERR. The ERR line identifier will be repeated for each type of error that is reported. The number of error codes that will be reported is constrained by the maximum number of characters that can be supported in the output message, not to exceed the CRLF of the last complete ERR line.	
Separator	Slant	M	/	
Error Code	3N	M	Valid Error codes are located in Appendix A.	
Error Message Text	40AN	M	A brief message describing the error. Refer to the error codes in Appendix A for further information. A number of these text messages contain characters that are not supported by the IATA Cargo-IMP message system.	
Line Terminator	CRLF	M	Carriage return, line feed.	

5.2.13 CARGO-IMP Extensions

The FWB/PWB and FHL/PHL messages closely follow the CARGO-IMP spec. However, two elements have been extended to allow transmission of more detailed data to ACAS:

- Element 122, Contact Identifier: In addition to the codes specified in the CARGO-IMP spec, codes given in section 6.3 of this document are allowed.
- Element 123, Contact Number: This element may be extended to 70 free-text characters (format t[…70] instead of m[…25]).

5.3 ACAS Message Examples

IATA FWB
FWB/9 020-53971282ATLJNB/T1K3265.9 RTG/FRALH/JNBLH SHP /DHL GLOBAL FORWARDING /2500-A SULLIVAN ROAD /COLLEGE PARK/GA /US/30337 CNE /DHL GLOBAL FORWARDING SA /107 ANDRE GREYVENSTEIN ROAD /ISANDO /ZA/1600 AGT//3351595/0204/CAG /DHL GLOBAL FORWARDING INC. /COLLEGE PARK SSR/SEE INDIVIDUAL BILL OF LADING MANIFEST FOR AES EXEMPTION. ACC/GEN/AES /GEN/SPOT QUOT. NUMBER 1304-062257 /GEN/CONTRACT FLASH CVD/USD/PP/PP/NVD/NCV/XXX RTD/1/P1/K3265.9/CQ/W3266/R3.93/T12835.38 /NG/CONSOLIDATED SHIPMEN/X /2/NG/PER ATTACHED MANIFES /3/NG/SLAC-1 /4/NG/S /5/NC/CONSOLIDATION OTH/P/MYC4082.38SCC653.18CCC10 PPD/WT12835.38 /OC4745.56/CT17580.94 CER/ON BEHALF OF DGF ISU/26APR13/ATLANTA/DHL GLOBAL FWD REF///AIR/LH/FRA COR/T1 SPH/ZXF/HEA

IATA FHL
FHL/4 MBI/020-54589010MSTJFK/T2K216 HBS/MST817053/MSTJFK/2/K216/2/FIRE AND SECURI TXT/FIRE AND SECURITY EQUIPMENT AND SPARE PARTS FOR THE SAME SHP/UTC FIRE AND SECURITY BV /KELVINSTRAAT 7 /DH WEERT /NL/6003DH CNE/UTC FIRE AND SECURITY /129 NORTH MAIN STREET /PITTSFIELD/ME /US/04967
IATA FHL Checklist
FHL/2 MBI/123-12345678GAXJFK/T20K5161 HBS/PRD201102/GAXJFK/20/K5161/FAN AM04 HBS/HAWB2104/GAXJFK/50/K100/COPPER SINKS HBS/HAWB8008623/GAXJFK/15/K151/POPPLERS
CAMIR PHL
PHL/4 MBI/525-10438643TAOLAX/T185K1947.0 HBS/TAO822921/TAOLAX/185/K1947.0/185/BALL PEN65 TXT/BALL PEN SHP/QINGDAO CHANGLONG STATIONERY CO. /LTD. 21 XIANGJIANG 1ST ROAD /TAO/SHANDONG /CN//TE//FX/ CNE/NEWELL RUBBERMAID MEXICALI S DE RL /CALZ.HECTOR TERAN TERAN 2898 /LAX/CA /US//TE//FX/

CAMIR Error Response
PER 074-54400194-SIN0151749 ERR/400MISSING_CNE_CTRY
CAMIR Status Notification
PSN 074-54909083-PRG31022506 CSN/6H-1/21NOV1902//TES
CAMIR PSN – with ASN "Z" (to acknowledge hold request)
PSN 001-30007202-222222 ASNZ

CAMIR PRI
PRI **Z99-08231300** **WBL/NAS/T331/K324/TESTACAS82300** **SHP/TOP SUCCESS IND LTD** **/916 922 CHEUNG SHA WAN RD** **/KOWLOON** **/HK** **CNE/TOP SUCCESS IND LTD** **/916 922 CHEUNG SHA WAN RD** **/KOWLOON** **/HK**
CAMIR FRI
FRI **CHIUS** **016-07328134-22010003716/** **WBL/GRU/T1/K383.85/INNER SLEEVE(NEW MACHINERYSPARE** **ARR/UNIUA8/10AUG** **SHP/ITALBRONZE LTDA** **/TAMOTSU IWASSE 1415 NULL** **/GUARULHOS** **/BR/07176-00** **CNE/TELSMITH** **/INDUSTRIAL DRIVE,10910 N 0 0** **/MEQUON** **/US/10910**

IATA E-Freight XML (Example)

```
<?xml version="1.0" encoding="ISO-8859-1"?>
<rsm:HouseWaybill xmlns:ccts="urn:un:unece:uncefact:documentation:standard:CoreComponentsTechnicalSpecification:2"
xmlns:udt="urn:un:unece:uncefact:data:standard:UnqualifiedDataType:8" xmlns:rsm="iata:housewaybill:1" xmlns:ram="iata:datamodel:3"
xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance" xsi:schemaLocation="iata:housewaybill:1 HouseWaybill_1.xsd">

<rsm:MessageHeaderDocument>




















</rsm:MessageHeaderDocument>

<rsm:BusinessHeaderDocument>














</rsm:BusinessHeaderDocument>

<rsm:MasterConsignment>







```

```
<ram:ID>CGO</ram:ID>
```

```
</ram:OriginLocation>
<ram:FinalDestinationLocation>

<ram:IBiMadPésamaDionLocation>
<ram:IncludedHouseConsignment>

<ram:ID>CGOS00178379</ram:ID>
<ram:IncludedTareGrossWeightMeasure unitCode="KGM">87.0</ram:IncludedTareGrossWeightMeasure>
<ram:GrossVolumeMeasure unitCode="MTQ">0.648</ram:GrossVolumeMeasure>
<ram:PackageQuantity>14</ram:PackageQuantity>
<ram:TotalPieceQuantity>1</ram:TotalPieceQuantity>
<ram:SummaryDescription>CELL PHONE FOR RADIOTELEPHONY</ram:SummaryDescription>
<ram:ConsignorParty>

<ram:Name>HON HAI PRECISION INDUSTRY CO.,LTD</ram:Name>
<ram:PostalStructuredAddress>

<ram:StreetName>THE COMPREHENSIVE BONDED AREA EAST-SIDE OF ZHENXING ROAD</ram:StreetName>
<ram:CityName>ZHENGZHOU</ram:CityName>
<ram:CountelSDrCnturedAdduassyID>
<ram:DefinedTradeContact/>
<ram:ConsigneeParty>

<ram:Name>APPLE CHILE COMMERCIAL LTDA</ram:Name>
<ram:PostalStructuredAddress>

<ram:StreetName>NUEVA TAJAMAR 481 TORRE NORTE PISO 21 LAS CONDES</ram:StreetName>
<ram:CityName>SANTIAGO</ram:CityName>
<ram:CountalSDrCnturedAdduassyID>
<ram:DefinedTradeContact/>
<ram:FreightForwarderParty>

<ram:Name>KUEHNE &amp; NAGEL LTD ZHENGZHOU B</ram:Name>
<ram:PostalStructuredAddress>

<ram:CityName>ZHENGZHOU</ram:CityName>
<ram:CountalSDrCnturedAdduassyID>
<ram:DefinedTradeContactParty>
<ram:OriginLocation>

<ram:IDrcGonLocatIDn>
<ram:FinalDestinationLocation>

<ram:IBisGLPésamaDionLocation>
<ram:SpecifiedLogisticsTransportMovement>

<ram:StageCode>MAIN-CARRIAGE</ram:StageCode>


<ram:UsedLogisticsTransportMeans>

<ram:NamedLogistancNTransportMeans>
<ram:ArrivalEvent>
```

```
<ram:OccurrenceArrivalLocation>

<ram:ID>TPE</ram:ID>
<ram:TypeCode>UNLoadExportAlternateType</ram:TypeCode>
<ram:DepartureEvent>

<ram:ScheduledOccurrenceDateTime>...03T00:00:00</ram:ScheduledOccurrenceDateTime>
<ram:SpecifiedLogisticsTransportMovement>

<ram:StageCode>MAIN-CARRIAGE</ram:StageCode>
<ram:ID>CI 5398</ram:ID>
<ram:SequenceNumeric>2</ram:SequenceNumeric>
<ram:UsedLogisticsTransportMeans>

<ram:Name>UsedLogisticsName</ram:Name>
<ram:ArrivalEvent>

<ram:OccurrenceArrivalLocation>

<ram:ID>MIA</ram:ID>
<ram:TypeCode>UNLoadExportAlternateType</ram:TypeCode>
<ram:DepartureEvent>

<ram:ScheduledOccurrenceDateTime>...05T00:00:00</ram:ScheduledOccurrenceDateTime>
<ram:HandlingSSRInstructions>

<ram:Description>COMMERCIAL INVOICE ATTD SHIPMENT SAID TO CONTAIN 14 UNITS. LITHIUM ION BATTERIES</ram:Description>
<ram:ApplicableOriginCurrencyExchange>

<ram:ApplicableOriginCurrencyExchangeCurrencyCode>
<ram:IncludedHouseConsignmentItem>

<ram:SequenceNumeric>1</ram:SequenceNumeric>
<ram:TypeCode listAgencyID="210"/>
<ram:GrossWeightMeasure unitCode="KGM">87.0</ram:GrossWeightMeasure>
<ram:PieceQuantity>1</ram:PieceQuantity>
<ram:NatureIdentificationTransportCargo>
```

6.0 Reference

The following sections include reference data.

6.1 ACAS Error Message Text Codes

Error Message Text	Explanation
HBS_BAD_FORMAT	HBS record missing from FHL detail message
INVALID_BILL_QTY	Bill quantity is zero or not numeric
INVALID_CNE_ISO_CTRY	Consignee country code is not a valid ISO country code
INVALID_HOUSE_BILL_NBR	HAWB number contains invalid characters or exceeds 12 characters
INVALID_MESSAGE_TYPE	Message type is not a recognized message type
INVALID_SHP_ISO_CTRY	Shipper country code is not a valid ISO country code
INVALID_WEIGHT	Weight is zero or not numeric
MISSING_BILL_QTY	Bill quantity is missing
MISSING_CARGO_DESC	Cargo description is missing or invalid
MISSING_CNE_ADDR1	Consignee address line 1 is missing
MISSING_CNE_ADDR2	Consignee address line 2 is missing
MISSING_CNE_ADDR3	Consignee address line 3 is missing.
MISSING_CNE_CTRY	Consignee country code is missing
MISSING_CNE_LINE	Consignee data is missing
MISSING_CNE_NAME	Consignee name is missing
MISSING_HOUSE_BILL_NBR	Bill number (both MAWB and HAWB elements) missing
MISSING_SHP_ADDR1	Shipper address line 1 is missing
MISSING_SHP_ADDR2	Shipper address line 2 is missing
MISSING_SHP_ADDR3	Shipper address line 3 is missing
MISSING_SHP_CTRY	Shipper country code is missing
MISSING_SHP_LINE	Shipper data is missing
MISSING_SHP_NAME	Shipper name is missing
MISSING_WBL_LINE	WBL (waybill data) record is missing
MISSING_WT_UNITS	Weight Code is missing

6.2 Message Data Element Cross Reference

The following table provides a cross-reference of all data elements and record identifiers.

Data Element	Record Identifier
Action Code	CSN
Action Explanation	ASN
Actual Flight Number	DEP
Actual Importing Carrier	DEP
Air AMS Participant Code	AGT
Air Waybill Prefix	AWB
Airport of Arrival	CCL
Airport of Origin	WBL
Amendment Code	RFA
Amendment Explanation	RFA
AWB Serial Number	AWB
Boarded Piece Count	ARR
Boarded Quantity Identifier	ARR
Bonded Carrier ID	TRN
Bonded Premises Identifier	TRN
Cargo Description	WBL
Cargo Terminal Operator	CCL
City, County, Township	CNE
City, County, Township	SHP
Component Identifier	AGT
Component Identifier	ARR
Component Identifier	ASN
Component Identifier	CED
Component Identifier	CNE
Component Identifier	CSD
Component Identifier	CSN
Component Identifier	DEP
Component Identifier	ERR
Component Identifier	FSC
Component Identifier	FSQ
Component Identifier	HLD
Component Identifier	RFA
Component Identifier	SHP
Component Identifier	SMI
Component Identifier	TRN
Component Identifier	TXT
Component Identifier	WBL
Consolidation Identifier	AWB
Country Code	CNE

Data Element	Record Identifier
Country Code	SHP
Date	ERF
Date of Arrival at the Permit to Proceed Destination Airport	WBL
Date of Scheduled Arrival	DEP
Declared Value	CSD
Destination Airport	TRN
Domestic/International Identifier	TRN
Entry Number	CED
Entry Number	CSN
Entry Type	CED
Entry Type	CSN
Error Code	ERR
Error Message Text	ERR
Flight Number	ARR
Flight Number	DEP
Flight Number	ERF
Harmonized Commodity Code	CSD
HAWB Number	AWB
Importing Carrier	ARR
Importing Carrier	DEP
Importing Carrier	ERF
In-Bond Control Number	TRN
Information	TXT
ISO Currency Code	CSD
Liftoff Date	DEP
Liftoff Time	DEP
Line Identifier	FDA
Name	CNE
Name	SHP
Number of Pieces	CSN
Number of Pieces	WBL
Onward Carrier	TRN
Origin of Goods	CSD
Package Tracking Identifier	AWB
Part Arrival Reference	ARR
Part Arrival Reference	AWB
Permit to Proceed Destination Airport	WBL
Postal Code	CNE
Postal Code	SHP
Remarks	CSN
Request Explanation	HLD

Data Element	Record Identifier
Scheduled Arrival Date	ARR
Shipment Description Code	WBL
State or Province	CNE
State or Province	SHP
Status Answer Code	FSC
Status Code	ASN
Status Request Code	FSQ
Street Address	CNE
Street Address	SHP
Telephone Number	CNE
Transaction Date	CSN
Transaction Time	CSN
Type of Request	HLD
Weight	ARR
Weight	WBL
Weight Code	ARR
Weight Code	WBL

6.3 Other Party Information Type Codes

Identifier	Information Type
TEL	Voice Telephone
FAX	Fax
TLX	Telex
EML	e-mail Address
ACT	Account Number
POC	Contact Person
ID	Identification Type and Number

6.4 Other Party Type Codes

Identifier	Party Type
AGT	Agent
CTC	Additional Contact
MFR	Manufacturer/Supplier
SEL	Selling Party
BUY	Buying Party
STP	Ship To Party
CNS	Consolidator

6.5 Message Specifications

The following table provides links to the standard air freight message specifications. The first link provided is to the top level of the organization that maintains the specification. The second link refers to the actual on-line specification. Note that the links to the specific documents may change from time to time. When this occurs, the first link should be used to initiate a search for the document from the website's top-level page.

Title	Links
IATA Cargo-IMP	http://www.iata.org http://www.iata.org/ps/publications/cimp.htm
CBP CAMIR	http://www.cbp.gov http://www.cbp.gov/xp/cgov/trade/automated/automated_systems/ams/camir_air/

6.6 Glossary

Acronym	Definition
ACAS	Air Cargo Advance Screening
AMS	Automated Manifest System
ASN	CAMIR-Air Message Element: Airline Status Notification
AWB	Air Waybill
CAMIR Air	Customs Automated Manifest Interface Requirements - Air
Cargo IMP	Cargo Interchange Message Procedures (IATA Protocol)
CBP	U.S. Customs and Border Protection (Component within DHS)
CNE	CAMIR-Air Message Element: Consignee Name & Address
CSN	CAMIR-Air Message Element: CBP Status Notification
DHS	U.S. Department of Homeland Security
FER	CAMIR-Air Message Type: Freight Error Report
FHL	IATA Cargo IMP Message Type: House Manifest
FRC	CAMIR-Air Message Type: Freight Report Change
FRI	CAMIR-Air Message Type: Freight Report Inbound
FRX	CAMIR-Air Message Type: Freight Report Cancellation
FSN	CAMIR-Air Message Type: Freight Status Notification
FWB	IATA Cargo IMP Message Type: Waybill
FXC	CAMIR-Air Message Type: Freight Express Change
FXI	CAMIR-Air Message Type: Freight Express Inbound
FXX	CAMIR-Air Message Type: Freight Express Cancellation
HAWB	House Air Waybill
HBS	IATA Cargo IMP Message Element: House Waybill Details
IATA	International Air Transport Association
MAWB	Master Air Waybill
PER	ACAS Derivative Message from FER (P = Preliminary)
PHL	ACAS Derivative Message from FHL (P = Preliminary)

Acronym	Definition
PRC	ACAS Derivative Message from FRC (P = Preliminary)
PRI	ACAS Derivative Message from FRI (P = Preliminary)
PRX	ACAS Derivative Message from FRX (P = Preliminary)
PSN	ACAS Derivative Message from FSN (P = Preliminary)
PWB	ACAS Derivative Message from FWB (P = Preliminary)
PXC	ACAS Derivative Message from FXC (P = Preliminary)
PXI	ACAS Derivative Message from FXI (P = Preliminary)
PXX	ACAS Derivative Message from FXX (P = Preliminary)
RTD	IATA Cargo IMP Message Element: Rate Description
SHP	CAMIR-Air Message Element: Shipper Name & Address
SMI	CAMIR-Air Message Element: Standard Message Identifier
TSA	Transportation Security Administration (Component within DHS)
WBL	CAMIR-Air Message Element: Waybill Details

6.7 Implementation Notes

	ACAS: PSN Changes and Examples	
	Sample Message	Notes

Example of Assessment Complete	```.WASFDCR 16314131```
	```PSN```
	```111-75986186-NUL94198506```
	```CSN/SF-25/06OCT1631```
		The blank line has been eliminated and the Action Code on the CSN line has different meanings; see Implementation Guide Section 4.2). This change adheres to the FSN format and a more consistent response to participants.
		
		The Date/Time field on the Sender/Reference line is now eight (8) digits that represent "HHMMSSss".

Example of Assessment In Progress	```.WASFPCR 16325521```
	```PSN```
	``` - -123848106323```
	```CSN/SR-1/06OCT1632```
		The Master Bill Prefix and Sequence Number have been space filled.

Example of Hold	`.WASFPCR 16292832`
	`PSN`
	`Z99-13120900`
	`CSN/6H-1321/17SEP1629/TEST`
		This is a Do Not Load (DNL) response.

Example of Hold	`.WASFPCR 16295661`
	`PSN`
	`Z99-13120901`
	`CSN/7H-44/17SEP1629/TEST SDI`
		This is a Selectee Data Issue response.

Example Of Hold	`.WASFPCR 16304986`
	`PSN`
	`Z99-13091201`
	`CSN/8H-100/17SEP1630/TEST SSR`
		This is a Selectee Screening response.

Example Of MAWB Response and HAWB Level Status	`.WASFPCR 14080024`
	`PSN`
	`023-38383870`
	`CSN/6H-6/30SEP1408`
	`023-38383870-8023117401`
	`CSN/8H-6/30SEP1408`
	`023-38383870-12341122`
	`CSN/6H-5/30SEP1408`
		Note that the MAWB status is equal to the most critical status from the HAWB list.

6.8 Summary of Changes

The following table summarizes the changes to this document.

Date	Section	Note
10/17/2013	2.0	Update the required data element list to be consistent with Trade recommendations
10/17/2013	3.4.1	Update the required data element list to be consistent with Trade recommendations
10/17/2013	4.7.2	Provided a note addressing the participant Originator Code as a communications requirement
10/17/2013	6.6	New Section: provided a summary of the changes to the document
02/25/2014	3.5	Expanded description of DQA Phase activities
02/25/2014	4.7.2	Updated CBP Originator codes for ACAS 3 processing
03/05/2014	4.7.1	Updated CBP Originator Code for ACAS Certification processing
09/20/2017	3.4.1	Corrected Air Waybill Number requirements
09/20/2017	4.0	Removed Cargo-IMP FXX checkmark from Message Table (page 13)
09/20/2017	Multiple	Removed all references to ACAS Release 2
10/20/2017	Multiple	Added additional elements and records for transmission of optional additional information
5/24/2018	Multiple	Update document to reflect current IFR status