



# Implementation Guide

Air Cargo Advance Screening (ACAS)

*Version 2.3.3 – October 15, 2024*



U.S. Customs and  
Border Protection

Office of Field Operations

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## 1. 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, ACAS filers 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. 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](mailto:gmb.clientrepoutreach@cbp.dhs.gov).

### **3. ACAS Implementation**

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

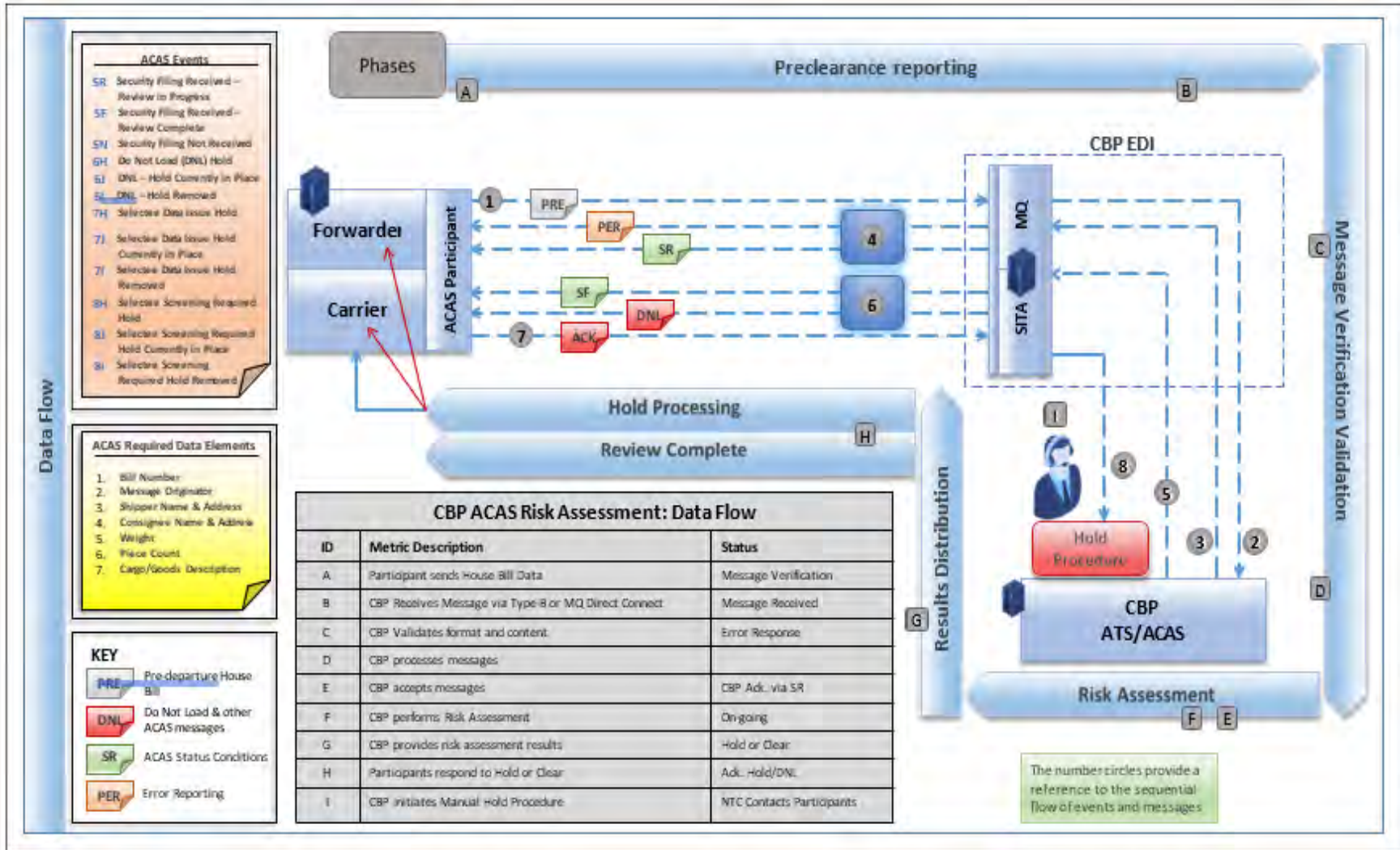
#### **3.1. ACAS Operating and Test Environments**

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 ACAS filers 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



### 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 an 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 filer will also submit the 19 CFR 122.48a data to ACE using the same HAWB and that HAWB uniquely identifies the cargo from the ACAS filer.

Originator Code – This is the seven-character code used in the message envelope to designate the “sender” address. This is used to identify the ACAS filer 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



### 3.3.2. Data Recommended Pre-Loading

This section identifies additional data that are strongly recommended to be included in ACAS filing to expedite the clearance process.

#### **Party Contact Information**

*These fields give contact information for the cargo shipper and consignee and should be transmitted in the CAMIR SHP or CNE records or Cargo-IMP SHP/CNE for phone and OCI for e-mail.*

1. Shipper Email (CAMIR EML or Cargo-IMP MU/VU and MD/VD)
2. Shipper Phone Number (SHP record)
3. Consignee Email (EML or Cargo-IMP MU/VU and MD/VD)
4. Consignee Phone Number (CNE record)

#### **Customer Account Information**

*These fields give information about the customer account. They can be transmitted in the SHP record, or the CAMIR OPI record for Party Type ESA. In CAMIR messages, send the data in Party Info Type/Party Info fields. In Cargo-IMP messages, send the data in OCI records.*

5. Customer Account Holder (AHL) (Shipper, Consignee, Third-party, etc)
6. Customer Account Name (Party Type ESA Name field or Party Info Type ANM)
7. Customer Account Issuer (ISR)
8. Customer Account Number (ACT)
9. Customer Account Shipping Frequency/Volume (ATY)
10. Verified Known Consignor (KP)
11. Customer Account Establishment Date (EST)
12. Customer Account Billing Type (BLT)

#### **Other Identity Information**

*These fields may apply to any party on the submission and should be reported in the record for that party, including the shipper or shipper account. In CAMIR messages, send the data in Party Info Type/Party Info fields. In Cargo-IMP messages, send the data in OCI records.*

13. IP Address used during creation of Customer Account or MAC Address (AIP)
14. IP Address used to request shipment pickup or bill creation or MAC Address) (SIP)
15. Biographic Data (Proof of Identity/Gov't Issued Document Number, Document Country, D.O.B.) (ISR+ID)

#### **Additional Optional Information**

*The following data elements will further facilitate the risk management process and improve the likelihood that the data review can be completed quickly.*

16. Customer Account E-mail. Data is distinct from shipper e-mail and should be sent separately for the customer account even if it is the same (use data type EML or VML within the account data record).
17. Customer Account Phone Number. Data is distinct from shipper phone number and should be sent separately for the customer account even if it is the same (use data type PHN or VPH within the account data record).
18. Origin of Shipment. Report on the WBL Origin of Shipment field.
19. Transaction Type. Report on CAMIR WBL Transaction Type or Cargo-IMP OCI with information type RT.
20. Shipper MID or AEO Number. Report on SHP record using type MID. In CAMIR messages, send the data in Party Info Type/Party Info fields. In Cargo-IMP messages, use OCI with

- information type MI.
21. Consignee IOR (or similar number). Report on CGN record using type IOR. In CAMIR messages, send the data in Party Info Type/Party Info fields. In Cargo-IMP messages, use OCI with information type II.
  22. Commodity HTS Code, Value and related information. Report on CAMIR CSD record or Cargo-IMP HTS record.
  23. Regulated Agent (Yes or No). Report on OPI record with Party Type RAG.
    - a. Regulated Agent Name
    - b. Regulated Agent Address
    - c. Regulated Agent Code
  24. Shipment Place of Receipt (name and address). Report on CAMIR OPI record or Cargo-IMP APD record with Party Type POR.
  25. Shipment Packing Location (name and address of facility). Report on OPI record or Cargo-IMP APD record with Party Type PKG.
  26. Ship To Party (name and address) Report on OPI record or Cargo-IMP APD record with Party Type STP.
  27. Shipping cost. Report on WBL record Shipping Cost field.
  28. Filing Type.
  29. Special Handling. Type of special handling, dangerous goods, or cargo feature. Report on CAMIR WBL Special Handling or Cargo-IMP FWB SPH record (25), FHL WBS record (3.10).

### **Additional E-Commerce Data Elements**

*Send URL data on CAMIR messages with other Customer Account data using Party Info Type below. On Cargo-IMP messages, use the OCI record with the ACAS-specific format change discussed in section 5.2.14.*

*Due to the nature of the E-commerce marketplace, it may be difficult for the ACAS SF filers to obtain certain details. The following information should be provided:*

30. URL of the eCommerce Marketplace (CAMIR MUR, Cargo-IMP MU)
31. URL of item(s) purchased or SKU of item(s) from the E-commerce marketplace (CAMIR PUR, Cargo-IMP PU)
32. URL of the supplier/seller/manufacturer of the good(s) (CAMIR SUR, Cargo-IMP SU)

### **3.4. ACAS Testing**

The CBP ACAS team supports two separate operating environments. The CERT region is where ACAS filers will test their implementation. This environment operates on a 24x7 basis but is not monitored on a 24x7 basis. CERT allows ACAS filers to test connectivity, communications, protocols, and message format. After successfully testing in CERT, an ACAS filer 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 ACAS Filer's 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)

In order to receive a hold message, please use the following strings in the cargo description of a transmitted bill. A hold release will be sent if a bill is submitted again without the string. These descriptions can also be combined so "ACAS REVIEW STE DATA" would reply with an SR and also send an 7H:

- 6H - DNL ACAS
- 7H - STE DATA
- 8H - STE SCRIN
- SR - ACAS REVIEW

The following sequences are recommended for testing; however, an ACAS filer should also work to incorporate more complex sequences specific to their real-world business practices:

```
SR->*H->*J->*I->SF
SR->SF->*H->*I
SF
```

Other real-world sequences which are encompassed by the above tests:

- \*J->\*I->SF
- SF->\*H->\*I
- SR->SF

## 4. Shipment Transmission

ACAS filers 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.

**Table 1: Messages that ACAS accepts**

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 filer 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 (PSN-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

The transmitter must always be able to accept the Hold electronically and return the PSN-Z message to CBP.

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.





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>”XXXXXXXXXX XXXX X”<CR><LF><ETX>
```

Example in ASCII:

```
"0D0A01"QK (7 character originator code)0D0A2EWASAPCRHHMMSSSS"0D0A02"xxxxxx
xxxxxxxxxxxxxxxxxxxxxxxxxxxx"0D0A03"
```

## 5. 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 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 CargoXML. 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:

**Table 2: Messages used for ACAS**

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 ACAS filer.

*Message rules:* ACAS filers 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.

**Table 3: Freight Report Inbound messages**

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	

#### **Note 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 filer 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 ACAS filer 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.

**Table 4: Freight status notification**

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 ACAS filer 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**.

**Table 5: Freight error report messages**

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 ACAS filer would complete the association with an FRI/PRI, FHL/PHL or FWB.

*Message format:* Please refer to the IATA CargoIMP message format document.

### 5.1.5. Freight Waybill

#### *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 CargoIMP 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:
    - i. ‘M’ – Element is mandatory, needed for successful processing of the message type.
    - ii. ‘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.
    - iii. ‘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).

**Note** – Contains a number that refers to text under ‘Notes’ describing pertinent information.

### 5.2.1. Standard Message Identifier (SMI)

This is a code designating the type of message.

**Table 6: Standard Message Identifier**

Data Element	Length/Class	Status	Description	Note																
Component Identifier	3A	M	Valid Standard Message Identifiers are:  <table border="0"> <thead> <tr> <th><u>Code</u></th> <th><u>Description</u></th> </tr> </thead> <tbody> <tr> <td>FRI</td> <td>Freight Report Inbound</td> </tr> <tr> <td>FRX</td> <td>Freight Report Cancellation</td> </tr> <tr> <td>FXI</td> <td>Freight Express Inbound</td> </tr> <tr> <td>FXC</td> <td>Freight Express Change</td> </tr> <tr> <td>FXX</td> <td>Freight Express Cancellation</td> </tr> <tr> <td>FSN</td> <td>Freight Status Notification</td> </tr> <tr> <td>FER</td> <td>Freight Error Report</td> </tr> </tbody> </table>	<u>Code</u>	<u>Description</u>	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	
<u>Code</u>	<u>Description</u>																			
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.

**Table 7: 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.	
Cargo Terminal Operator	2-4AN	O	The IATA/ICAO air carrier code for the carrier or the Facility Information Resource Management System (FIRMS) code.	
Line Terminator	CRLF	M	Carriage return, line feed	

**5.2.3. Air Waybill (AWB)**

—The air waybill number and optional package tracking identifier.

**Table 8: 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 assign 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.

**Table 9: 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	2

			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	/	
Origin of Shipment Indicator	2A	C	Must be OS	
Origin of Shipment	2A	C	Country where the cargo was tendered for shipment. 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	/	
Shipping Cost Indicator	2A	C	Must be CS	
ISO Currency Code	3A	C	The ISO currency code in which the shipping cost was collected.	
Shipping Cost	1-9N	C	Shipping cost in whole currency amounts	
Separator	Slant	C	/	
Transaction Type Indicator	2A	C	Must be TT	
Transaction Type	3A	C	Type code from table 31	
Separator	Slant	C	/	
Special Handling Indicator	2A	C	Must be SH	
Special Handling Type	3A	C	Special handling code	3
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.	
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 22.48a(d)(1)(xiv).

### **Note 2**

Descriptions of the merchandise must be “precise” in accordance with 19 CFR 122.48a(d)(1)(ix), 19 CFR 122.48a(d)(2)(iii), and 19 CFR 122.48b(d)(1). Examples of valid and invalid descriptions may be found at <https://www.cbp.gov/trade/basic-import-export/e-commerce/examples-unacceptable-vs-acceptable-cargo-descriptions>

**Note 3**

Special handling codes are specified in the CBP Export Manifest Implementation Guide. Codes from section 1.16 Special Handling Codes or section 1.14 Dangerous Goods Codes may be used. This document may be found at

[https://www.cbp.gov/sites/default/files/assets/documents/2020-Feb/ACE%20CBP%20Export%20Manifest%20Implementation%20Guide%20v02\\_0.pdf](https://www.cbp.gov/sites/default/files/assets/documents/2020-Feb/ACE%20CBP%20Export%20Manifest%20Implementation%20Guide%20v02_0.pdf)

In addition, two codes for specific cargo features are provided:

- DOC—Documents
- HHG—Household Goods

**5.2.5. Agent (AGT)**

—Identifier of other party electing to receive ACAS shipment status notifications.

**Table 10: Agent**

Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be AGT.	1
Separator	Slant	M	/	
Air Manifest or ACAS Identifier Code	2-7AN	O	An ACAS filer identifier, such as the Originator Code (7AN).	2
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.

**Note 2**

An invalid ACAS identifier will not result in an error response. If it is not valid, the ACAS submission will be accepted (if it is otherwise valid), but no additional notices will be sent.



## 5.2.6. Shipper (SHP)

—The name, address and related information of the shipper.

**Table 11: 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	3
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. Each repeated record must start with a Slant, include both Party Info Type and Party Info, and end with a Line Terminator.

**Note 2**

The list of party information types is given in table 29.

**Note 3**

Provide the shipper's MID or AEO number using Party Information Type MID.

**5.2.7. Consignee (CNE)**

—The name, address and related information of the consignee.

**Table 12: 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	3
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. Each repeated record must start with a Slant, include both Party Info Type and Party Info, and end with a Line Terminator.

**Note 2**

The list of party information types is given in table 29.

**Note 3**

Provide the consignee's IOR number, SSN, EIN, or Customs Assigned Number using Party Information Type IOR.

### 5.2.8. Other Party Information (OPI)

—The name, address and related information of another interested party.

**Table 13: 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, 5, 6
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	1-70C	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 table 30.

**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. Each repeated record must start with a Slant, include both Party Info Type and Party Info fields, and end with a Line Terminator.

**Note 4**

The list of party information types is given in table 29.

**Note 5**

Use this record to provide information about the shipper account, which may differ from the bill of lading shipper, using Party Type ESA. It is especially important to designate Known Parties, those parties that are recognized through a security program such as Known Shipper (TSA regulations 49 CFR parts 1544, 1546, or 1548), Known Consignor (EU regulation 185/2010) or similar program. Do this using the KP Party Info Type and provide the registration number issued by the related authority with Party Info Types ISR and ID. Also provide account information in the Party Info field. Corresponding identity information such as name and address in addition to the ID numbers is encouraged.

**Note 6**

Use this record to provide information about any Regulated Agent that handled the cargo using Party Type RAG.

### 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.

**Table 14: Departure**

	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>
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. CBP Shipment Description (CSD)

Valid country of origin, value, and currency code. The country of origin of the merchandise, the declared value including currency code and the harmonized tariff classification.

**Table 15: CBP Shipment Description**

Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be CSD.	
Separator	Slant	M	/	
Origin of Goods	2A	O	The ISO country code corresponding to the country of origin of the merchandise.	
Separator	Slant	M	/	
Declared Value	1-12N	O	Monetary value of the shipment. Cannot be 0.	
Separator	Hyphen	C	-	
ISO Currency Code	3A	O	The ISO currency code in which the value of the merchandise was declared.	
Separator	Slant	C	/	
Harmonized Commodity Code	6/10N	O	The classification of the merchandise according to the Harmonized Tariff Schedule.	1
Line Terminator	CRLF	M	Carriage return, line feed.	

#### **Note 1**

Each CSD record may contain as many classifications as required with one classification per continuation line beginning with a separator slant character and terminated by the CRLF characters.

### 5.2.11. Other Customs Information (OCI)

—Other Customs, Security and Regulatory Control Information.

**Table 16: 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.

### 5.2.12. CBP Status Notification (CSN)

—A status code and other information from CBP via FSN message to an ACAS filer regarding the status of an air waybill as related to a specific transaction.



**Table 17: CBP Status Notification**

<b>Data Element</b>	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>
Component Identifier	3A	M	Must be CSN.	
Separator	Slant	M	/	
Action Code	2AN	M	Valid action codes can be found in section 4.2 of the ACAS implementation guide.	
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	€	/ Present if action code references a transaction including entry data or remarks. Note: this data element is not applicable for ACAS filings.	
Entry Type	2AN	€	Valid entry type from Appendix A. Note: this data element is not applicable for ACAS filings.	
Entry Number	1-15AN	€	Entry number supplied by the filer. Note: this data element is not applicable to ACAS filings.	
Separator	Slant	O	/ Present if status notification contains additional remarks	
Remarks	1-20AN	O	An optional field to transmit additional remarks to the ACAS filer. Remarks may be transmitted to the ACAS filer for any Action Code whether or not preceded by an Entry Type and Entry Number.	
Line Terminator	CRLF	M	Carriage return, line feed.	

### 5.2.13. Error (ERR)

—An error code and text message sent to an ACAS filer via a Freight Error Report message.

**Table 18: 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	400	
Error Message Text	40AN	M	Specific error code, as listed in Table 27.	
Line Terminator	CRLF	M	Carriage return, line feed.	

### 5.2.14. CARGO-IMP Messages and Extensions

The FWB/PWB and FHL/PHL messages closely follow the Cargo-IMP spec. Additional data outlined in section 3.3.2 is generally transmitted in OCI records; this is the preferred method to send this data since such fields are fully compliant with the spec. That record would be populated as follows:

- Element 304, ISO Country Code: US
- Element 103, Information Identifier: Party type code for relevant party: SHP, CNE, CUS or other party type from Table 30. For Customer Account data, use the party that is the account holder if applicable, or use CUS if another party.
- Element 941, Customs, Security and Regulatory Control Information Identifier: the data type using the code in Table 29.
- Element 940, Supplementary Customs, Security and Regulatory Control Information: the data to send.

To send an e-mail addresses in Cargo-IMP, use two OCI records: the local-part (username) using identifier MU (or VU if the address has been verified), and the domain using identifier MD (or VD if the address has been verified). So, [cargouser@forwarder.com](mailto:cargouser@forwarder.com) would be sent with identifier MU and information value cargo user and identifier MD information value forwarder.com.

The Cargo-IMP spec is not able to support transmission of certain data. ACAS will accept non-standard messages containing this data. While they will be acceptable messages for transmission to

ACAS, they may not be accepted by other parties since they do not conform to the standard.

## E-Commerce URLs

URLs (data elements 30, 31, and 32) are generally too long to be sent in an OCI record. ACAS will accept extensions to element 940, Supplementary Customs, Security and Regulatory Control Information to accept longer values. This field may be up to 2000 characters (format t[.2000]). The data should be URL encoded, and the CRLF separator will indicate the end of the field.

## APD—Additional Party Data

ACAS requests information about additional parties or locations, including place of receipt, packing location, or other related parties (fields 23 through 26). This data would be transmitted with the ACAS specific record APD (Additional Party Data). This record is formatted similar to the FHL SHP element (element 7), with the addition of a party type (using party type identifier in Table 30) following the Line Identifier. The record would appear after the CNE record.

Here is an example of data for Packing Location:

```
APD/PKG  
NAM/GALACTIC LOGISTICS  
ADR/9-11 GRIMES GT  
LOC/DIESWORTH/DERBYSHIRE  
/UK/DE74 3FF/TE/441332818484
```

## Other Exceptions

ACAS also supports non-compliant messages in which 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 table 29 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]).

These fields may be used instead of OCI records to transmit additional information about the shipper and consignee, which is not limited to contact methods. As stated above, use of the OCI records is preferred.

In addition, the OCI record may be used to register an additional notify party in the FWB/PWB and FHL/PHL. In this case, the following values would be used:

- Element 103, Information Identifier: Use AGT to specify an additional notify party.
- Element 940, Supplementary Customs, Security, and Regulatory Control Information: The additional notify party using an ACAS identifier, such as the Originator Code (7AN). Format mmmmmmm.

### 5.3. ACAS Message Examples

ACAS message types beginning with F or P are equivalent. Only one example is show for each type.

**Table 19: IATA FWB and PWB**

```

FWB/9
020-53971282JNBATL/T1K3265.9
RTG/FRALH/ATLLH
SHP
/DHL GLOBAL FORWARDING SA
/107 ANDRE GREYVENSTEIN ROAD
/ISANDO
/ZA/1600/TE/27860988777
CNE
/DHL GLOBAL FORWARDING
/2500-A SULLIVAN ROAD
/COLLEGE PARK/GA
/US/30337/TE/14042344566
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
OCI/US/SHP/MU/JNB
OCI/US/SHP/MD/DHL.COM
/US/SHP/AN/DHL JNB
/US/SHP/AI/DLH
/US/SHP/AR/8484MB89A
/US/SHP/AT/R
/US/SHP/AE/01JAN98
/US/SHP/BT/BILL
/US/SHP/MI/ZADHLGLO107ISA
/US/SHP/KP/Y
/US/SHP/RT/B2B
/US/SHP/FT/01
/US/CNE/MU/ATL
/US/CNE/MD/DHL.COM
/US/CNE/IL/23-123456700

```

**Table 20: IATA FHL and PHL**

**FHL/5**  
**MBI/618-12345675SINJFK/T7K1000**  
**HBS/AEI12345278/SINJFK/1/K400/4/COMPUTER PARTS**  
**TXT/MODEL 3 MEMORY BOARDS AND OTHER ASSORTED**  
**PARTS**  
**HTS/8473301140**  
**OCI/SG/EXP/M/24ITQTV1TWP37397A7**  
**/US/CNE/MU/JBAXTER**  
**/US/CNE/MD/MEMRUS.COM**  
**/US/CNE/PR/NY**  
**/US/CNE/PI/ID/DL:933TE5786**  
**/US/CNE/II/23-123456700**  
**/US/SHP/MU/EXPORT**  
**/US/SHP/MD/AEI.CO.SG**  
**/US/SHP/IA/24.48.96.192**  
**/US/SHP/MI/SGAIREXPSIN**  
**/US/SHP/VE/Y**  
**/US/SHP/PU/HTTPS%3A%2F%2FWEBSALES.AEI.CO.SG%2F**  
**%2FDATA%3D%214M8%214M7%211M0%211M5%211M1%21**  
**1S0%3FENTRY%3DTTU%26G\_EP%3DEGOY%0**  
**/US/CUS/AH/3**  
**/US/CUS/AN/C-LOG HANDLING**  
**/US/CUS/AI/FDEPFDE**  
**/US/CUS/AR/1234-5678-9AB**  
**/US/CUS/AT/B**  
**/US/CUS/KP/N**  
**/US/CUS/AE/15MAY12**  
**/US/CUS/BT/BILL**  
**SHP**  
**NAM/AIR EXPRESS INTL**  
**ADR/CARGO COMPLEX BULDG B**  
**LOC/AIRLINES ROAD**  
**/SG/1738/FX/651234567/TE/6593939390**  
**CNE**  
**NAM/MEMORY R US**  
**ADR/CENTRAL STREET 97-13**  
**LOC/JAMAICA/NY**  
**/US/ 11432/TE/171812344566**  
**APD/PKG**  
**NAM/C-LOG HANDLING SIN**  
**ADR/600 YISHUN RING RD**  
**LOC/SINGAPORE**  
**/SG/7606/TE/6585019700**  
**CVD/SGD/PP/NVD/NCV/XXX**

**Table 21: 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**

**Table 22: CAMIR Error Response**

**PER**  
**074-54400194-SIN0151749**  
**ERR/400MISSING\_CNE\_CTRY**

**Table 23: CAMIR Status Notification**

**PSN**  
**074-54909083-PRG31022506 CSN/6H-1/21NOV1902//TES**

**Table 24: CAMIR PSN – with ASN “Z” (to acknowledge hold request)**

**PSN**  
**001-30007202-222222**  
**ASNZ**

**Table 25: CAMIR FRI and PRI**

**FRI**  
**ORDUA**  
016-07328134-22010003716/  
WBL/GRU/T1/K383.85/INNER SLEEVE(NEW MACHINERYSPARE  
ARR/OSIT/CSEUR183/TTB2B/10AUG  
SHP/ITALBRONZE LTDA  
/TAMOTSU IWASSE 1415  
/GUARULHOS  
/BR/07170-325/5511-2334-0987  
/MID/ITALTDTAMI415GUA  
[VML/EXPORT@ITALBRONZE.BR](mailto:VML/EXPORT@ITALBRONZE.BR)  
/ISR/BR  
/ID/PPT:765982A  
/SUR/HTTPS%3A%2F%2FWWW.ITALBRONZE.BR  
CNE/TELSMITH  
/10910 INDUSTRIAL DRIVE  
/ARDEN/NY  
/US/10910/18004567890  
[EML/AL.SMITH@TELSMITH.COM](mailto:EML/AL.SMITH@TELSMITH.COM)  
OPI/ESA/UNION LOGISTICS  
/AV ITALIA 223A  
/GUARULHOS  
/BR/07170-310/55 11 3434 5656  
/KP/Y  
/ISR/LAN  
/ACT/563-IUL-62-GRU  
/EST/06012021  
/BLT/BILL  
/ATY/O  
/SIP/2601:ca00:140:4949::1260:5ba

Table 26: IATA E-Freight XML

```

<rsm:HouseWaybill xmlns:xsd="http://www.w3.org/2001/XMLSchema" xmlns:rsm="iata:housewaybill:4" xmlns:cts="urn:un:unece:uncefact:
documentation:standard:CoreComponentsTechnicalSpecification:2" xmlns:udt="urn:un:unece:uncefact:data:standard:UnqualifiedDataTyp
e:8" xmlns:ram="iata:datamodel:4" xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance" xsi:schemaLocation="iata:housewaybill:4
HouseWaybill_4.xsd">
  <rsm:MessageHeaderDocument>
    <ram:ID>XXXXXXXXXX</ram:ID>
    <ram:Name>XXXXXXXXXX</ram:Name>
    <ram:TypeCode>703</ram:TypeCode>
    <ram:IssueDateTime>2002-07-01T05:10:10</ram:IssueDateTime>
    <ram:PurposeCode>XXXXXXXXXX</ram:PurposeCode>
    <ram:VersionID>3.0</ram:VersionID>
    <ram:ConversationID>XXXXXXXXXX</ram:ConversationID>
    <ram:SenderParty>
      <ram:PrimaryID schemeID="1">XXXXXXXXXX</ram:PrimaryID>
    </ram:SenderParty>
    <ram:RecipientParty>
      <ram:PrimaryID schemeID="1">XXXXXXXXXX</ram:PrimaryID>
    </ram:RecipientParty>
  </rsm:MessageHeaderDocument>
  <rsm:BusinessHeaderDocument>
    <ram:ID>XXXXXXXXXX</ram:ID>
    <ram:IncludedHeaderNote>
      <ram:ContentCode>XXXXXXXXXX</ram:ContentCode>
      <ram:Content>XXXXXXXXXX</ram:Content>
    </ram:IncludedHeaderNote>
    <ram:SignatoryConsignorAuthentication>
      <ram:Signatory>XXXXXXXXXX</ram:Signatory>
    </ram:SignatoryConsignorAuthentication>
    <ram:SignatoryCarrierAuthentication>
      <ram:ActualDateTime>2002-07-01T05:10:10</ram:ActualDateTime>
      <ram:Signatory>XXXXXXXXXX</ram:Signatory>
    <ram:IssueAuthenticationLocation>
      <ram:Name>XXXXXXXXXX</ram:Name>
    </ram:IssueAuthenticationLocation>
    </ram:SignatoryCarrierAuthentication>
  </rsm:BusinessHeaderDocument>
  <rsm:MasterConsignment>
    <ram:IncludedTareGrossWeightMeasure unitCode="KGM">23</ram:IncludedTareGrossWeightMeasure>
    <ram>TotalPieceQuantity>23</ram>TotalPieceQuantity>
    <ram:TransportContractDocument>
      <ram:ID>XXXXXXXXXX</ram:ID>
    </ram:TransportContractDocument>
    <ram:OriginLocation>
      <ram:ID>XXXXXXXXXX</ram:ID>
      <ram:Name>XXXXXXXXXX</ram:Name>
    </ram:OriginLocation>
    <ram:FinalDestinationLocation>
      <ram:ID>XXXXXXXXXX</ram:ID>
      <ram:Name>XXXXXXXXXX</ram:Name>
    </ram:FinalDestinationLocation>
    <ram:IncludedHouseConsignment>
      <ram:ID>XXXXXXXXXX</ram:ID>
      <ram:AdditionalID>XXXXXXXXXX</ram:AdditionalID>
      <ram:AssociatedReferenceID>XXXXXXXXXX</ram:AssociatedReferenceID>
      <ram:NilCarriageValueIndicator>true</ram:NilCarriageValueIndicator>
      <ram:DeclaredValueForCarriageAmount currencyID="USD">23</ram:DeclaredValueForCarriageAmount>
      <ram:NilCustomsValueIndicator>true</ram:NilCustomsValueIndicator>
      <ram:DeclaredValueForCustomsAmount currencyID="USD">23</ram:DeclaredValueForCustomsAmount>
      <ram:NilInsuranceValueIndicator>true</ram:NilInsuranceValueIndicator>
      <ram:InsuranceValueAmount currencyID="USD">23</ram:InsuranceValueAmount>
      <ram>TotalChargePrepaidIndicator>true</ram>TotalChargePrepaidIndicator>
      <ram:WeightTotalChargeAmount currencyID="USD">23</ram:WeightTotalChargeAmount>
      <ram:ValuationTotalChargeAmount currencyID="USD">23</ram:ValuationTotalChargeAmount>
      <ram:TaxTotalChargeAmount currencyID="USD">23</ram:TaxTotalChargeAmount>
      <ram>TotalDisbursementPrepaidIndicator>true</ram>TotalDisbursementPrepaidIndicator>
      <ram:AgentTotalDisbursementAmount currencyID="USD">23</ram:AgentTotalDisbursementAmount>
      <ram:CarrierTotalDisbursementAmount currencyID="USD">23</ram:CarrierTotalDisbursementAmount>
      <ram>TotalPrepaidChargeAmount currencyID="USD">23</ram>TotalPrepaidChargeAmount>
  </rsm:MasterConsignment>
</rsm:HouseWaybill>

```



Table 26: IATA E-Freight XML (Cont.)

```

<ram:TotalCollectChargeAmount currencyID="USD">23</ram:TotalCollectChargeAmount>
<ram:IncludedTareGrossWeightMeasure unitCode="KGM">23</ram:IncludedTareGrossWeightMeasure>
<ram:GrossVolumeMeasure unitCode="MTQ">23</ram:GrossVolumeMeasure>
<ram:ConsignmentItemQuantity>23</ram:ConsignmentItemQuantity>
<ram:PackageQuantity>23</ram:PackageQuantity>
<ram:TotalPieceQuantity>23</ram:TotalPieceQuantity>
<ram:SummaryDescription>XXXXXXXXXX</ram:SummaryDescription>
<ram:FreightRateTypeCode>XXXXXXXXXX</ram:FreightRateTypeCode>
<ram:ConsignorParty>
<ram:PrimaryID schemeAgencyID="1">XXXXXXXXXX</ram:PrimaryID>
<ram:AdditionalID>XXXXXXXXXX</ram:AdditionalID>
<ram>Name>XXXXXXXXXX</ram>Name>
<ram:AccountID>XXXXXXXXXX</ram:AccountID>
<ram:PostalStructuredAddress>
<ram:PostcodeCode>XXXXXXXXXX</ram:PostcodeCode>
<ram:StreetName>XXXXXXXXXX</ram:StreetName>
<ram:CityName>XXXXXXXXXX</ram:CityName>
<ram:CountryID>CH</ram:CountryID>
<ram:CountryName>XXXXXXXXXX</ram:CountryName>
<ram:CountrySubDivisionName>XXXXXXXXXX</ram:CountrySubDivisionName>
<ram:PostOfficeBox>XXXXXXXXXX</ram:PostOfficeBox>
<ram:CityID>XXXXXXXXXX</ram:CityID>
<ram:CountrySubDivisionID>XXXXXXXXXX</ram:CountrySubDivisionID>
</ram:PostalStructuredAddress>
<ram:DefinedTradeContact>
<ram:PersonName>XXXXXXXXXX</ram:PersonName>
<ram:DepartmentName>XXXXXXXXXX</ram:DepartmentName>
<ram:DirectTelephoneCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:DirectTelephoneCommunication>
<ram:FaxCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:FaxCommunication>
<ram:URIEmailCommunication>
<ram:URIID>XXXXXXXXXX</ram:URIID>
</ram:URIEmailCommunication>
<ram:TelexCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:TelexCommunication>
</ram:DefinedTradeContact>
<ram:PartyInformation>
<ram>Description>ITALTDTAM1415GUA</ram>Description>
<ram>DescriptionCode>MID</ram>DescriptionCode>
</ram:PartyInformation>
<ram:PartyInformation>
<ram>Description>EXPORT@ITALBRONZE.BR</ram>Description>
<ram>DescriptionCode>VML</ram>DescriptionCode>
</ram:PartyInformation>
<ram:PartyInformation>
<ram>Description>BR</ram>Description>
<ram>DescriptionCode>ISR</ram>DescriptionCode>
</ram:PartyInformation>
<ram:PartyInformation>
<ram>Description>PPT:765982A</ram>Description>
<ram>DescriptionCode>ID</ram>DescriptionCode>
</ram:PartyInformation>
</ram:ConsignorParty>
<ram:ConsigneeParty>
<ram:PrimaryID schemeAgencyID="1">XXXXXXXXXX</ram:PrimaryID>
<ram:AdditionalID>XXXXXXXXXX</ram:AdditionalID>
<ram>Name>XXXXXXXXXX</ram>Name>
<ram:AccountID>XXXXXXXXXX</ram:AccountID>
<ram:PostalStructuredAddress>
<ram:PostcodeCode>XXXXXXXXXX</ram:PostcodeCode>
<ram:StreetName>XXXXXXXXXX</ram:StreetName>
<ram:CityName>XXXXXXXXXX</ram:CityName>
<ram:CountryID>CH</ram:CountryID>
<ram:CountryName>XXXXXXXXXX</ram:CountryName>
<ram:CountrySubDivisionName>XXXXXXXXXX</ram:CountrySubDivisionName>

```

Table 26: IATA E-Freight XML (Cont.)

```

<ram:PostOfficeBox>XXXXXXXXXX</ram:PostOfficeBox>
<ram:CityID>XXXXXXXXXX</ram:CityID>
<ram:CountrySubDivisionID>XXXXXXXXXX</ram:CountrySubDivisionID>
</ram:PostalStructuredAddress>
<ram:DefinedTradeContact>
<ram:PersonName>XXXXXXXXXX</ram:PersonName>
<ram:DepartmentName>XXXXXXXXXX</ram:DepartmentName>
<ram:DirectTelephoneCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:DirectTelephoneCommunication>
<ram:FaxCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:FaxCommunication>
<ram:URIEmailCommunication>
<ram:URIID>XXXXXXXXXX</ram:URIID>
</ram:URIEmailCommunication>
<ram:TelexCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:TelexCommunication>
</ram:DefinedTradeContact>
<ram:PartyInformation>
<ram:Description>AL.SMITH@TELSMITH.COM</ram:Description>
<ram:DescriptionCode>EML</ram:DescriptionCode>
</ram:PartyInformation>
</ram:ConsigneeParty>
<ram:FreightForwarderParty>
<ram:PrimaryID schemeAgencyID="1">XXXXXXXXXX</ram:PrimaryID>
<ram:AdditionalID>XXXXXXXXXX</ram:AdditionalID>
<ram>Name>XXXXXXXXXX</ram>Name>
<ram:AccountID>XXXXXXXXXX</ram:AccountID>
<ram:PostalStructuredAddress>
<ram:PostcodeCode>XXXXXXXXXX</ram:PostcodeCode>
<ram:StreetName>XXXXXXXXXX</ram:StreetName>
<ram:CityName>XXXXXXXXXX</ram:CityName>
<ram:CountryID>CH</ram:CountryID>
<ram:CountryName>XXXXXXXXXX</ram:CountryName>
<ram:CountrySubDivisionName>XXXXXXXXXX</ram:CountrySubDivisionName>
<ram:PostOfficeBox>XXXXXXXXXX</ram:PostOfficeBox>
<ram:CityID>XXXXXXXXXX</ram:CityID>
<ram:CountrySubDivisionID>XXXXXXXXXX</ram:CountrySubDivisionID>
</ram:PostalStructuredAddress>
<ram:DefinedTradeContact>
<ram:PersonName>XXXXXXXXXX</ram:PersonName>
<ram:DepartmentName>XXXXXXXXXX</ram:DepartmentName>
<ram:DirectTelephoneCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:DirectTelephoneCommunication>
<ram:FaxCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:FaxCommunication>
<ram:URIEmailCommunication>
<ram:URIID>XXXXXXXXXX</ram:URIID>
</ram:URIEmailCommunication>
<ram:TelexCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:TelexCommunication>
</ram:DefinedTradeContact>
</ram:FreightForwarderParty>
<ram:AssociatedParty>
<ram:PrimaryID schemeAgencyID="1">XXXXXXXXXX</ram:PrimaryID>
<ram:AdditionalID>XXXXXXXXXX</ram:AdditionalID>
<ram>Name>XXXXXXXXXX</ram>Name>
<ram:RoleCode>CA</ram:RoleCode>
<ram:Role>XXXXXXXXXX</ram:Role>
<ram:PostalStructuredAddress>
<ram:PostcodeCode>XXXXXXXXXX</ram:PostcodeCode>
<ram:StreetName>XXXXXXXXXX</ram:StreetName>
<ram:CityName>XXXXXXXXXX</ram:CityName>
<ram:CountryID>CH</ram:CountryID>

```

**Table 26: IATA E-Freight XML (Cont.)**

```

<ram:CountryName>XXXXXXXXXX</ram:CountryName>
<ram:CountrySubDivisionName>XXXXXXXXXX</ram:CountrySubDivisionName>
<ram:PostOfficeBox>XXXXXXXXXX</ram:PostOfficeBox>
<ram:CityID>XXXXXXXXXX</ram:CityID>
<ram:CountrySubDivisionID>XXXXXXXXXX</ram:CountrySubDivisionID>
<ram:SpecifiedAddressLocation>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram>Name>XXXXXXXXXX</ram>Name>
<ram>TypeCode>XXXXXXXXXX</ram>TypeCode>
</ram:SpecifiedAddressLocation>
</ram:PostalStructuredAddress>
<ram:DefinedTradeContact>
<ram:PersonName>XXXXXXXXXX</ram:PersonName>
<ram:DepartmentName>XXXXXXXXXX</ram:DepartmentName>
<ram:DirectTelephoneCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:DirectTelephoneCommunication>
<ram:FaxCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:FaxCommunication>
<ram:URIEmailCommunication>
<ram:URIID>XXXXXXXXXX</ram:URIID>
</ram:URIEmailCommunication>
<ram:TelexCommunication>
<ram:CompleteNumber>XXXXXXXXXX</ram:CompleteNumber>
</ram:TelexCommunication>
</ram:DefinedTradeContact>
<ram:AssociatedParty>
<ram:AssociatedParty>
<ram>Name>UNION LOGISTICS</ram>Name>
<ram:RoleCode>ESA</ram:RoleCode>
<ram:PostalStructuredAddress>
<ram:PostcodeCode>07170-310</ram:PostcodeCode>
<ram:StreetName>AV ITALIA 223A</ram:StreetName>
<ram:CityName>GUARULHOS</ram:CityName>
<ram:CountryID>BR</ram:CountryID>
<ram:CountryName>XXXXXXXXXX</ram:CountryName>
<ram:CountrySubDivisionName>XXXXXXXXXX</ram:CountrySubDivisionName>
<ram:PostOfficeBox>XXXXXXXXXX</ram:PostOfficeBox>
<ram:CityID>XXXXXXXXXX</ram:CityID>
<ram:CountrySubDivisionID>XXXXXXXXXX</ram:CountrySubDivisionID>
<ram:SpecifiedAddressLocation>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram>Name>XXXXXXXXXX</ram>Name>
<ram>TypeCode>XXXXXXXXXX</ram>TypeCode>
</ram:SpecifiedAddressLocation>
</ram:PostalStructuredAddress>
<ram:PartyInformation>
<ram>Description>Y</ram>Description>
<ram>DescriptionCode>KP</ram>DescriptionCode>
</ram:PartyInformation>
<ram:PartyInformation>
<ram>Description>LAN</ram>Description>
<ram>DescriptionCode>ISR</ram>DescriptionCode>
</ram:PartyInformation>
<ram:PartyInformation>
<ram>Description>563-IUL-62-GRU</ram>Description>
<ram>DescriptionCode>ACT</ram>DescriptionCode>
</ram:PartyInformation>
<ram:PartyInformation>
<ram>Description>06012021</ram>Description>
<ram>DescriptionCode>EST</ram>DescriptionCode>
</ram:PartyInformation>
<ram:PartyInformation>
<ram>Description>BILL</ram>Description>
<ram>DescriptionCode>BLT</ram>DescriptionCode>
</ram:PartyInformation>
<ram:PartyInformation>
<ram>Description>O</ram>Description>

```

Table 26: IATA E-Freight XML (Cont.)

```

<ram:DescriptionCode>ACP</ram:DescriptionCode>
</ram:PartyInformation>
<ram:PartyInformation>
<ram:Description>2601:ca00:140:4949::1260:5ba</ram:Description>
<ram:DescriptionCode>IP</ram:DescriptionCode>
</ram:PartyInformation>
</ram:AssociatedParty>
<ram:ApplicableTransportCargoInsurance>
<ram:CoverageInsuranceParty>
<ram:Role>XXXXXXXXXX</ram:Role>
</ram:CoverageInsuranceParty>
</ram:ApplicableTransportCargoInsurance>
<ram:OriginLocation>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram:Name>XXXXXXXXXX</ram:Name>
</ram:OriginLocation>
<ram:FinalDestinationLocation>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram:Name>XXXXXXXXXX</ram:Name>
</ram:FinalDestinationLocation>
<ram:SpecifiedLogisticsTransportMovement>
<ram:StageCode>XXXXXXXXXX</ram:StageCode>
<ram:ModeCode>4</ram:ModeCode>
<ram:Mode>XXXXXXXXXX</ram:Mode>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram:SequenceNumeric>23</ram:SequenceNumeric>
<ram:UsedLogisticsTransportMeans>
<ram:Name>XXXXXXXXXX</ram:Name>
</ram:UsedLogisticsTransportMeans>
<ram:ArrivalEvent>
<ram:ScheduledOccurrenceDateTime>2002-07-01T05:10:10</ram:ScheduledOccurrenceDateTime>
<ram:OccurrenceArrivalLocation>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram:Name>XXXXXXXXXX</ram:Name>
<ram:TypeCode>XXXXXXXXXX</ram:TypeCode>
</ram:OccurrenceArrivalLocation>
</ram:ArrivalEvent>
<ram:DepartureEvent>
<ram:ScheduledOccurrenceDateTime>2002-07-01T05:10:10</ram:ScheduledOccurrenceDateTime>
<ram:OccurrenceDepartureLocation>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram:Name>XXXXXXXXXX</ram:Name>
<ram:TypeCode>XXXXXXXXXX</ram:TypeCode>
</ram:OccurrenceDepartureLocation>
</ram:DepartureEvent>
</ram:SpecifiedLogisticsTransportMovement>
<ram:UtilizedLogisticsTransportEquipment>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram:CharacteristicCode>XXXXXXXXXX</ram:CharacteristicCode>
<ram:Characteristic>XXXXXXXXXX</ram:Characteristic>
<ram:AffixedLogisticsSeal>
<ram:ID>XXXXXXXXXX</ram:ID>
</ram:AffixedLogisticsSeal>
</ram:UtilizedLogisticsTransportEquipment>
<ram:HandlingSPHInstructions>
<ram:Description>XXXXXXXXXX</ram:Description>
<ram:DescriptionCode>XXXXXXXXXX</ram:DescriptionCode>
</ram:HandlingSPHInstructions>
<ram:HandlingSSRInstructions>
<ram:Description>XXXXXXXXXX</ram:Description>
<ram:DescriptionCode>XXXXXXXXXX</ram:DescriptionCode>
</ram:HandlingSSRInstructions>
<ram:HandlingOSIInstructions>
<ram:Description>XXXXXXXXXX</ram:Description>
<ram:DescriptionCode>XXXXXXXXXX</ram:DescriptionCode>
</ram:HandlingOSIInstructions>
<ram:IncludedAccountingNote>
<ram:ContentCode>XXXXXXXXXX</ram:ContentCode>
<ram:Content>XXXXXXXXXX</ram:Content>

```

Table 26: IATA E-Freight XML (Cont.)

```

</ram:IncludedAccountingNote>
<ram:IncludedCustomsNote>
<ram:ContentCode>XXXXXXXXXX</ram:ContentCode>
<ram:Content>XXXXXXXXXX</ram:Content>
<ram:SubjectCode>XXXXXXXXXX</ram:SubjectCode>
<ram:CountryID>CH</ram:CountryID>
</ram:IncludedCustomsNote>
<ram:AssociatedReferenceDocument>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram:IssueDateTime>2002-07-01T05:10:10</ram:IssueDateTime>
<ram:TypeCode>380</ram:TypeCode>
<ram>Name>XXXXXXXXXX</ram>Name>
</ram:AssociatedReferenceDocument>
<ram:AssociatedConsignmentCustomsProcedure>
<ram:GoodsStatusCode>XXXXXXXXXX</ram:GoodsStatusCode>
</ram:AssociatedConsignmentCustomsProcedure>
<ram:ApplicableOriginCurrencyExchange>
<ram:SourceCurrencyCode>CHF</ram:SourceCurrencyCode>
</ram:ApplicableOriginCurrencyExchange>
<ram:ApplicableDestinationCurrencyExchange>
<ram:TargetCurrencyCode>USD</ram:TargetCurrencyCode>
<ram:MarketID>XXXXXXXXXX</ram:MarketID>
<ram:ConversionRate>23</ram:ConversionRate>
</ram:ApplicableDestinationCurrencyExchange>
<ram:ApplicableLogisticsServiceCharge>
<ram:ServiceTypeCode>XXXXXXXXXX</ram:ServiceTypeCode>
</ram:ApplicableLogisticsServiceCharge>
<ram:ApplicableLogisticsAllowanceCharge>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram:Reason>XXXXXXXXXX</ram:Reason>
<ram:ActualAmount currencyID="USD">23</ram:ActualAmount>
<ram:PartyTypeCode>XXXXXXXXXX</ram:PartyTypeCode>
</ram:ApplicableLogisticsAllowanceCharge>
<ram:IncludedHouseConsignmentItem>
<ram:SequenceNumeric>23</ram:SequenceNumeric>
<ram:TypeCode listAgencyID="1">XXXXXXXXXX</ram:TypeCode>
<ram:GrossWeightMeasure unitCode="KGM">23</ram:GrossWeightMeasure>
<ram:GrossVolumeMeasure unitCode="KGM">23</ram:GrossVolumeMeasure>
<ram>TotalChargeAmount currencyID="USD">23</ram>TotalChargeAmount>
<ram:PackageQuantity>23</ram:PackageQuantity>
<ram:PieceQuantity>23</ram:PieceQuantity>
<ram:VolumetricFactor>XXXXXXXXXX</ram:VolumetricFactor>
<ram:Information>XXXXXXXXXX</ram:Information>
<ram:NatureIdentificationTransportCargo>
<ram:Identification>XXXXXXXXXX</ram:Identification>
</ram:NatureIdentificationTransportCargo>
<ram:OriginCountry>
<ram:ID>CH</ram:ID>
</ram:OriginCountry>
<ram:AssociatedUnitLoadTransportEquipment>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram:TareWeightMeasure unitCode="KGM">23</ram:TareWeightMeasure>
<ram:LoadedPackageQuantity>23</ram:LoadedPackageQuantity>
<ram:CharacteristicCode>XXXXXXXXXX</ram:CharacteristicCode>
<ram:OperatingParty>
<ram:PrimaryID schemeAgencyID="1">XXXXXXXXXX</ram:PrimaryID>
</ram:OperatingParty>
</ram:AssociatedUnitLoadTransportEquipment>
<ram:TransportLogisticsPackage>
<ram:ItemQuantity>23</ram:ItemQuantity>
<ram:GrossWeightMeasure unitCode="KGM">23</ram:GrossWeightMeasure>
<ram:LinearSpatialDimension>
<ram:WidthMeasure unitCode="CMT">23</ram:WidthMeasure>
<ram:LengthMeasure unitCode="CMT">23</ram:LengthMeasure>
<ram:HeightMeasure unitCode="CMT">23</ram:HeightMeasure>
</ram:LinearSpatialDimension>
</ram:TransportLogisticsPackage>
<ram:ApplicableFreightRateServiceCharge>
<ram:CategoryCode>XXXXXXXXXX</ram:CategoryCode>

```

**Table 26: IATA E-Freight XML (Cont.)**

```
<ram:CommodityItemID>XXXXXXXXXX</ram:CommodityItemID>
<ram:ChargeableWeightMeasure unitCode="KGM">23</ram:ChargeableWeightMeasure>
<ram:AppliedRate>23</ram:AppliedRate>
<ram:AppliedAmount currencyID="USD">23</ram:AppliedAmount>
</ram:ApplicableFreightRateServiceCharge>
<ram:AssociatedReferenceDocument>
<ram:ID>XXXXXXXXXX</ram:ID>
<ram:IssueDateTime>2002-07-01T05:10:10</ram:IssueDateTime>
<ram:TypeCode>380</ram:TypeCode>
<ram>Name>XXXXXXXXXX</ram>Name>
</ram:AssociatedReferenceDocument>
<ram:SpecifiedRateCombinationPointLocation>
<ram:ID>XXXXXXXXXX</ram:ID>
</ram:SpecifiedRateCombinationPointLocation>
</ram:IncludedHouseConsignmentItem>
</ram:IncludedHouseConsignment>
</rsm:MasterConsignment>
</rsm:HouseWaybill>
```

## 6. Reference

The following tables and sections include reference data.

**Table 27: ACAS Error Message Text Codes**

<b>Error Message Text</b>	<b>Explanation</b>
<b>HBS_BAD_FORMAT</b>	<b>HBS record missing from FHL detail message.</b>
<b>INVALID_AHL_ELEMENT</b>	<b>Customer account holder is not a valid value.</b>
<b>INVALID_AIP_ELEMENT</b>	<b>Customer account creation IP address is not a valid IP or MAC address.</b>
<b>INVALID_ATY_ELEMENT</b>	<b>Customer account shipping frequency is not a valid value.</b>
<b>INVALID_BILL_QTY</b>	<b>Bill quantity is zero or not numeric.</b>
<b>INVALID_BLT_ELEMENT</b>	<b>Customer account billing type is not a valid value.</b>
<b>INVALID_CNE_ISO_CTRY</b>	<b>Consignee country code is not a valid ISO country code.</b>
<b>INVALID_EML_ELEMENT</b>	<b>E-mail address is not a valid e-mail address.</b>
<b>INVALID_EST_ELEMENT</b>	<b>Account establishment date is not a valid date.</b>
<b>INVALID_FT_ELEMENT</b>	<b>ACAS filing type is not a valid value.</b>
<b>INVALID_HOUSE_BILL_NBR</b>	<b>HAWB number contains invalid characters or exceeds 12 characters.</b>
<b>INVALID_MESSAGE_TYPE</b>	<b>Message type is not a recognized message type.</b>
<b>INVALID_ORIGIN_ISO_CTRY</b>	<b>Origin country code is not a valid ISO country code.</b>
<b>INVALID_SH_ELEMENT</b>	<b>Special handling code is not a valid code.</b>
<b>INVALID_SHP_ISO_CTRY</b>	<b>Shipper country code is not a valid ISO country code.</b>
<b>INVALID_SIP_ELEMENT</b>	<b>Shipment request IP address is not a valid IP or MAC address.</b>
<b>INVALID_TT_ELEMENT</b>	<b>Transaction type is not a valid value.</b>
<b>INVALID_XML_FORMAT</b>	<b>Cargo-XML message is not a valid XML message</b>
<b>INVALID_WEIGHT</b>	<b>Weight is zero or not numeric.</b>
<b>MISSING_BILL_QTY</b>	<b>Bill quantity is missing.</b>
<b>MISSING_CARGO_DESC</b>	<b>Cargo description is missing or invalid.</b>
<b>MISSING_CNE_ADDR1</b>	<b>Consignee address line 1 is missing.</b>
<b>MISSING_CNE_ADDR2</b>	<b>Consignee address line 2 is missing.</b>
<b>MISSING_CNE_ADDR3</b>	<b>Consignee address line 3 is missing.</b>
<b>MISSING_CNE_CTRY</b>	<b>Consignee country code is missing.</b>
<b>MISSING_CNE_LINE</b>	<b>Consignee data is missing.</b>
<b>MISSING_CNE_NAME</b>	<b>Consignee name is missing.</b>
<b>MISSING_HOUSE_BILL_NBR</b>	<b>Bill number (both MAWB and HAWB elements) missing.</b>
<b>MISSING_SHP_ADDR1</b>	<b>Shipper address line 1 is missing.</b>
<b>MISSING_SHP_ADDR2</b>	<b>Shipper address line 2 is missing.</b>

<b>MISSING_SHP_ADDR3</b>	<b>Shipper address line 3 is missing.</b>
<b>MISSING_SHP_CTRY</b>	<b>Shipper country code is missing.</b>
<b>MISSING_SHP_LINE</b>	<b>Shipper data is missing.</b>
<b>MISSING_SHP_NAME</b>	<b>Shipper name is missing.</b>
<b>MISSING_WBL_LINE</b>	<b>WBL (waybill data) record is missing.</b>
<b>MISSING_WT_UNITS</b>	<b>Weight Code is missing.</b>



Table 28: Cross Reference of Message Data Elements

Data Element	Record Identifier	Data Element	Record Identifier
Action Code	CSN	Error Code	ERR
Action Explanation	ASN	Error Message Text	ERR
Actual Flight Number	DEP	Flight Number	ARR
Actual Importing Carrier	DEP	Flight Number	DEP
Air AMS Participant Code	AGT	Flight Number	ERF
AWB Serial Number	AWB	Harmonized Commodity Code	CSD
Boarded Piece Count	ARR	HAWB Number	AWB
Boarded Quantity Identifier	ARR	Importing Carrier	ARR
Bonded Carrier ID	TRN	Importing Carrier	DEP
Bonded Premises Identifier	TRN	Importing Carrier	ERF
Cargo Description	WBL	In-Bond Control Number	TRN
Cargo Terminal Operator	CCL	Information	TXT
City, County, Township	CNE	ISO Currency Code	CSD
City, County, Township	SHP	Liftoff Date	DEP
Component Identifier	AGT	Liftoff Time	DEP
Component Identifier	ARR	Line Identifier	FDA
Component Identifier	ASN	Name	CNE
Component Identifier	CED	Name	SHP
Component Identifier	CNE	Number of Pieces	CSN
Component Identifier	CSD	Number of Pieces	WBL
Component Identifier	CSN	Onward Carrier	TRN
Component Identifier	DEP	Origin of Goods	CSD
Component Identifier	ERR	Package Tracking Identifier	AWB
Component Identifier	FSC	Part Arrival Reference	ARR
Component Identifier	FSQ	Part Arrival Reference	AWB
Component Identifier	HLD	Permit to Proceed Destination Airport	WBL
Component Identifier	RFA	Postal Code	CNE
Component Identifier	SHP	Postal Code	SHP
Component Identifier	SMI	Remarks	CSN
Component Identifier	TRN	Request Explanation	HLD
Component Identifier	TXT	Scheduled Arrival Date	ARR
Component Identifier	WBL	Shipment Description Code	WBL
Consolidation Identifier	AWB	State or Province	CNE
Country Code	CNE	State or Province	SHP
Country Code	SHP	Status Answer Code	FSC
Date	ERF	Status Code	ASN
Date of Arrival at the Permit to Proceed Destination Airport	WBL	Status Request Code	FSQ
Date of Scheduled Arrival	DEP		
Declared Value	CSD		

Data Element	Record Identifier
Street Address	CNE
Street Address	SHP
Telephone Number	CNE
Transaction Date	CSN
Transaction Time	CSN

Data Element	Record Identifier
Type of Request	HLD
Weight	ARR
Weight	WBL
Weight Code	ARR
Weight Code	WBL

**Table 29: Formatting Recommended Data**

Data element number links to the specific element in Section 3.3.2.

Certain data cannot be sent in a Cargo-IMP compliant message. Such fields are shown with the Cargo-IMP identifiers in italics. These fields can be sent using a message extension discussed in section 5.2.14, but such a message would not be Cargo-IMP compliant and may not be accepted by parties other than ACAS. If these italicized fields are avoided and OCI records are used as shown here, the resulting message should be a valid FHL or FWB message.

Data Element Number	CAMIR Party Info Type or other record	Cargo-IMP OCI Customs, Security and Regulatory Control Information Identifier	Data Element
1	EML or VML	MU/VU for Local-part (Username) and MD/VD for Domain for Information Identifier SHP	Shipper Email. In CAMIR, optionally URL-encode the address or simply replace @ with (at). In Cargo-IMP, address is split into two elements and two OCI records are required to convey an e-mail address.
2	SHP record	SHP record TE, and VP for Information Identifier SHP if applicable	Shipper Phone Number. Send code VT on an OCI record if phone number has been verified.
3	EML or VML	MU/VU for Local-part (Username) and MD/VD for Domain for Information Identifier CNE	Consignee Email. In CAMIR, optionally URL-encode the address or simply replace @ with (at). In Cargo-IMP, address is split into two elements and two OCI records are required to convey an e-mail address.
4	CNE record	CNE record TE, and VP for Information Identifier CNE if applicable	Consignee Phone Number. Send code VT on an OCI record if phone number has been verified.

5	AHL	AH (if not shipper or consignee)	Customer Account Holder. Data will be one of S (Shipper Account (most common)) C (Consignee Account) L (Seller Account) B (Buyer Account) 3 (Third-Party Account) X (No account data available) In Cargo-IMP, account holder will be inferred based on the party for which customer account information is provided. Send this in a separate OCI record when the account holder is not a party on the bill.
6	ANM or Party Type ESA Name field	AN	Customer Account Name
7	ISR	AI	Customer Account Issuer. Data will be one of SCAC, Filer, Carrier Code, ACAS Originator or Regulatory Authority. Must immediately precede the ID or ACT record to which it relates.
8	ACT	AR	Customer Account Number
9	ATY	AF	Customer Account Shipping Frequency/Volume. Data will be one of S (shipping outlet/walk-in) I (immediate transaction) O (occasional shipper) B (regular/daily shipper) R (high-volume shipper--average of over 250 shipments per day)
10	KP	KP	Verified Known Consignor. Y/N indicator that the shipper is a known party such as Known Shipper (TSA regulations 49 CFR parts 1544, 1546, or 1548), Known Consignor (EU regulation 185/2010) or similar program. Follow this record with the party ID with an ISR and ID record. Begin the ID record data with type KP:
11	EST	AE	Customer Account Establishment Date. Format as MMDDYYYY or DDMONYY.
12	BLT	BT	Customer Account Billing Type. One of: EFT - Electronic Funds Transfer (ACH, Banks or other Financial Institutions) MBL – Mobile and person to person payments (Venmo, Zelle, PayPal) CC - Credit Card/Debit Card CSH - Cash payment CHQ – Check CTO – Cryptocurrency BILL - Periodic billing

13	AIP	IA	IP Address used during creation of Customer Account (or MAC Address). Cargo-IMP messages may replace : with - in IPv6 and MAC addresses.
14	SIP	IR	IP Address used to request shipment pickup (or MAC Address). Cargo-IMP messages may replace : with - in IPv6 and MAC addresses.
15	ISR	PR	ID number issuer
a.	ID	PI	Biographic Data (Proof of Identity/Gov/t Issued Document Number, Document Country, D.O.B.)
16	EML or VML	MU/VU for Local-part (Username) and MD/VD for Domain for Information Identifier CUS	Customer Account Email. In CAMIR, optionally URL-encode the address or simply replace @ with (at). In Cargo-IMP, address is split into two elements and two OCI records are required to convey an e-mail address.
17	PHN or VPH, or Party Type ESA Phone	CT, and VP if applicable	Customer Account Phone Number. Data is distinct from shipper phone number and should be sent separately for the shipper account even if it is the same. For Cargo-IMP, if the phone number is verified, send a second OCI record with Security and Regulatory Control Information Identifier VP
18	WBL record Origin of Shipment field.		Origin of Shipment.
19	WBL record Transaction Type	RT	Transaction type. Code list in Table 31: Transaction Type Codes.
20	MID	MI	Shipper MID or AEO Number.
21	IOR	II	Consignee IOR (or similar number).
22	CSD record	HTS record	Commodity HTS Code, Value and related information.
23	RAG or OPI record with Party Type RAG	<i>APD Party Type RAG</i>	Regulated Agent
a.	AGN or OPI record with Party Type RAG Name	<i>APD Party Type RAG</i>	Regulated Agent Name
b.	AAD or OPI record with Party Type RAG Address	<i>APD Party Type RAG</i>	Regulated Agent Address
c.	RCD	RA for Information Type AGT	Regulated Agent Code

<b>24</b>	OPI record with Party Type POR	<i>APD Party Type POR</i>	Shipment Place of Receipt (name and address)
<b>25</b>	OPI record with Party Type PKG	<i>APD Party Type PKG</i>	Shipment Packing Location (name and address of facility)
<b>26</b>	OPI record with Party Type STP	<i>APD Party Type STP</i>	Ship To Party (name and address)
<b>27</b>	WBL record Shipping Cost field	SC	Total amount of charges assessed by the carrier, freight forwarder or other logistics provider to deliver the cargo. Includes any applicable shipping costs such as taxes and insurance.
<b>28</b>	FT	FT	ACAS Filing Type. Must be one of: 01 Standard 02 Express 03 E-commerce 04 Postal (reserved)
<b>29</b>	WBL record Special Handling field	FWB SPH record (25), FHL WBS record (3.10)	Special handling or dangerous goods code. For code list, see Section 5.2.4, Note 3.
<b>30</b>	MUR	<i>MU</i>	URL of the eCommerce Marketplace. May be URL-encoded.
<b>31</b>	PUR	<i>PU</i>	URL of item(s) purchased or SKU of item(s) from the E-commerce marketplace. May be URL-encoded.
<b>32</b>	SUR	<i>SU</i>	URL of the supplier/seller/manufacturer of the good(s). May be URL-encoded.
		VP	Verified phone modifier. Indicates that the contact phone number immediately preceding this element has been verified by the data provider
	POC	CP	Contact Person
	FAX		Fax Number
	TLX		Telex Number
	IRN		Internal Record Number

**Table 30: Other Party Type Codes**

<b>Identifier</b>	<b>Party Type</b>
<b>AGT</b>	<b>Agent</b>
<b>CTC</b>	<b>Additional Contact</b>
<b>MFR</b>	<b>Manufacturer/Supplier</b>
<b>SEL</b>	<b>Selling Party</b>
<b>BUY</b>	<b>Buying Party</b>
<b>STP</b>	<b>Ship To Party</b>
<b>PKG</b>	<b>Shipment Packing Location</b>
<b>POR</b>	<b>Shipment Place of Receipt</b>
<b>CNS</b>	<b>Consolidator</b>
<b>ESA</b>	<b>Shipper Account</b>
<b>ECA</b>	<b>Consignee Account</b>
<b>RAG</b>	<b>Regulated Agent</b>

**Table 31: Transaction Type Codes**

<b>Identifier</b>	<b>Relationship Type</b>
<b>B2B</b>	<b>Business to Business</b>
<b>B2C</b>	<b>Business to Consumer</b>
<b>B2G</b>	<b>Business to Government</b>
<b>C2C</b>	<b>Consumer to Consumer</b>
<b>C2B</b>	<b>Consumer to Business</b>
<b>C2G</b>	<b>Consumer to Government</b>
<b>G2B</b>	<b>Government to Business</b>
<b>G2C</b>	<b>Government to Consumer</b>
<b>G2G</b>	<b>Government to Government</b>

## 6.1. Glossary

**Table 32: Abbreviations**

<b>Abbreviation</b>	<b>Definition</b>
<b>ACAS</b>	Air Cargo Advance Screening
<b>AMS</b>	Automated Manifest System
<b>ASN</b>	CAMIR-Air Message Element: Airline Status Notification
<b>AWB</b>	Air Waybill
<b>CAMIR Air</b>	Customs Automated Manifest Interface Requirements - Air
<b>Cargo IMP</b>	Cargo Interchange Message Procedures (IATA Protocol)
<b>CBP</b>	U.S. Customs and Border Protection (Component within DHS)
<b>CNE</b>	CAMIR-Air Message Element: Consignee Name & Address
<b>CSN</b>	CAMIR-Air Message Element: CBP Status Notification
<b>DHS</b>	U.S. Department of Homeland Security
<b>FER</b>	CAMIR-Air Message Type: Freight Error Report
<b>FHL</b>	IATA Cargo IMP Message Type: House Manifest
<b>FRC</b>	CAMIR-Air Message Type: Freight Report Change
<b>FRI</b>	CAMIR-Air Message Type: Freight Report Inbound
<b>FRX</b>	CAMIR-Air Message Type: Freight Report Cancellation
<b>FSN</b>	CAMIR-Air Message Type: Freight Status Notification
<b>FWB</b>	IATA Cargo IMP Message Type: Waybill
<b>FXC</b>	CAMIR-Air Message Type: Freight Express Change
<b>FXI</b>	CAMIR-Air Message Type: Freight Express Inbound
<b>FXX</b>	CAMIR-Air Message Type: Freight Express Cancellation
<b>HAWB</b>	House Air Waybill
<b>HBS</b>	IATA Cargo IMP Message Element: House Waybill Details
<b>IATA</b>	International Air Transport Association
<b>MAWB</b>	Master Air Waybill
<b>PER</b>	ACAS Derivative Message from FER (P = Preliminary)
<b>PHL</b>	ACAS Derivative Message from FHL (P = Preliminary)
<b>PRC</b>	ACAS Derivative Message from FRC (P = Preliminary)
<b>PRI</b>	ACAS Derivative Message from FRI (P = Preliminary)
<b>PRX</b>	ACAS Derivative Message from FRX (P = Preliminary)
<b>PSN</b>	ACAS Derivative Message from FSN (P = Preliminary)
<b>PWB</b>	ACAS Derivative Message from FWB (P = Preliminary)
<b>PXC</b>	ACAS Derivative Message from FXC (P = Preliminary)
<b>PXI</b>	ACAS Derivative Message from FXI (P = Preliminary)
<b>PXX</b>	ACAS Derivative Message from FXX (P = Preliminary)
<b>RTD</b>	IATA Cargo IMP Message Element: Rate Description
<b>SHP</b>	CAMIR-Air Message Element: Shipper Name & Address
<b>SMI</b>	CAMIR-Air Message Element: Standard Message Identifier
<b>TSA</b>	Transportation Security Administration (Component within DHS)
<b>WBL</b>	CAMIR-Air Message Element: Waybill Details

## 6.2. Implementation Notes

Table 33: ACAS: PSN Changes and Examples

	Sample Message	Notes
<b>Example of Assessment Complete</b>	.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 ACAS filers.  The Date/Time field on the Sender/Reference line is now eight (8) digits that represent "HHMMSSss".
<b>Example of Assessment In Progress</b>	.WASFPCR 16325521 PSN - -123848106323 CSN/SR-1/06OCT1632	The Master Bill Prefix and Sequence Number have been space filled.
<b>Example of Hold</b>	.WASFPCR 16292832 PSN Z99-13120900 CSN/6H-1321/17SEP1629/TEST DNL	This is a Do Not Load (DNL) response.
<b>Example of Hold</b>	.WASFPCR 16295661 PSN Z99-13120901 CSN/7H-44/17SEP1629/TEST SDI	This is a Selectee Data Issue response.
<b>Example of Hold</b>	.WASFPCR 16304986 PSN Z99-13091201 CSN/8H-100/17SEP1630/TEST SSR	This is a Selectee Screening response.
<b>Example of MAWB Response and HAWB Level Status</b>	.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.



### 6.3. Summary of Changes

—The following table summarizes the changes to this document.

**Table 34: Summary of Document Changes**

<b>Date</b>	<b>Section</b>	<b>Note</b>
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 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.
05/24/2018	Multiple	Update document to reflect current IFR status
08/22/2018	Multiple	New methods for additional notify parties Added cargo description values for testing ACAS holds in CERT region. Updated data elements to include references to ACAS specific action codes and error codes.
7/2/2019	Multiple	Modification of styles; addition of table captions, recreation of ACAS data flow diagram; various other mechanical edits; and enhancements for Section 508 compliance
8/20/24	3.3.2 5.2.13 Tables 9, 11, 12,13, 19, 30, 31	Added information about transmission of Shipper Account and Regulated Agent data.
8/29/24	Multiple	Added further description information to link data elements to the fields in which they would be submitted. Improved example messages.
10/11/24	3.2.2, 5.2.13, Table 27, Table 29	Improve mapping to Cargo-IMP specs. Added error texts for code validation failures.
10/15/24	Table 19, Table 20, Table 25	Inserted sample messages (FWB, FHL, FRI)