CBP Automated Manifest Interface Requirements

ACE Air Export Message Line Identifiers

November 2015

U.S. Customs and
Border Protection

ACE AIR Export Message Line Identifiers

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This document is "<u>DRAFT</u>" only.   This Message Line Identifier DRAFT is a work in progress while CBP and the Trade Stake holders work together to adapt procedures for future (final) Implementation Guide in ACE AIR Export Manifest.

<u>IDENTIFIER DESCRIPTIONS:</u>

Standard Message Identifier (SMI)..... .... **MLI-3**
A code designating the type of ACE Air Export Manifest message.

Cargo Control Location (CCL)............ .... **MLI-4**
The U.S. Departure Airport and the Air Carrier Code or FIRMS code of the message originator.

Air Waybill (AWB)....... .... **MLI-5**
The air waybill number and optional package tracking identifier. **A complete** AWB record is the **electronic document** containing the complete shipment and transportation data; **i.e**. the airport of origin, piece count, weight, cargo description and Cargo Control Location (CCL) details namely; the U.S. departure airport, air carrier code or FIRMS code of the message originator.

Depending on the role of the message originator, <u>partial </u>AWB data can be submitted in advance of departure of the exporting aircraft.

The **exporting air carrier's AWB <u>is required</u>** to contain the **transportation** details/data whether a **Master** AWB or a **Simple** AWB is being submitted, i.e. the CCL data.

Export Manifest Trade Participants such as; Freight Forwarders', Agents, or Consolidators submit House Air Way Bills (HAWB's).   HAWB's <u>are required</u> to contain the commercial <u>shipment</u> level details/data.   Please refer to the below chart as well as the detailed data element lists.

Participant /AWB FILER	AWB Format /type	CBP ABBREVIATION
Exporting Air Carrier	**Simple Air Way Bill**	**AWB**
Exporting Air Carrier	**Master Air Way Bill**	**MAWB**
Freight Forwarder or Consolidator	**House Air Way Bill**	**HAWB**

Scheduled Departure: (SDP)………………………………..…………………………..MLI-8
The AWB reports the exporting carrier code, flight number and scheduled departure date from the last U.S. airport.   The AWB also reports the cargo quantity and cargo weight.

 Any changes to the reported quantity and/or weight, when less than, or greater than, the total quantity and weight reported in the AWB should be submitted to CBP as soon as the information is known.

Changes to the SDP submitted Post-Departure of the exporting aircraft, require an amendment /explanation (RFA) code.   Please see additional information in the data element list for the Reason For Amendment codes (RFA).

Agent: (AGT)..... ....………………..MLI-11
The creator of the AWB can identify an agent who is authorized to act on their behalf.
For example; the exporting air carrier may report   an Air Consolidator as the (Agent).   In this scenario, the Agent is the party electing to provide the commercial (shipment level) information required for each HAWB the Consolidator/Agent has associated to the exporting carrier's Master Air Waybill (MAWB).

Shipper (SHP).... ....………………..MLI-12
The shipper's name and address on each AWB type: Master, Simple, and/or House.

Consignee: (CNE).........……………………....... ....……………….MLI-13
The consignee's name and address on each AWB type, Master, Simple, and/or House.

Other Customs Information: (OCI) .. ..…..……………..MLI-14
Other required government agency information such as; the CENSUS Proof of Filing Internal Transaction Number (ITN), and/or the related CENSUS Exemption citation /legend.

Shipment Reference Information: (SRI)......... ....………………… MLI-16
References to In-bonds/BOL(s) (previously filed as part of an import manifest by the same or different carrier) that will be automatically exported when the flight is departed using the Flight Departure Outbound Message (FDO).

CBP Shipment Description: (CSD) MLI-18
The country of origin of the merchandise, the declared value including currency code and the harmonized tariff classification.

Reason For Amendment: (RFA) MLI-19
A code explaining the reason for the amendment to the original Ace AIR Export Manifest information. RFA codes can be found in the CBP Export Appendix (TBD) at www.cbp.gov

Departure (DEP)............ ....MLI-20
The carrier code, flight number, date of scheduled departure from last U.S. airport ; actual "wheels up" GMT/UTC liftoff date, liftoff time from last U.S. airport enroute to first foreign airport, IATA Airport of Departure code, operating carrier code and flight number.

CBP Status Notification (CSN) MLI-22
A code and/or other information **from** CBP **to** an ACE Air Export Manifest participant regarding the status of an air waybill

An error code and text message sent to an ACE Air Export Manifest participant.

The carrier code, flight number and scheduled date of departure sent in line 2 of the Freight Error Report (FEO) message.

Additional air carrier, Consolidator/Container Freight Station (CFS), or, CBP Manifest identifier of a freight forwarder, not in custody of the shipment, to receive CBP Status Notification (CSN) detail (via Message Type FSO (Freight Status Outbound).

Mandatory for all hazardous freight. Information will describe type of hazardous material

CLASSIFICATION OF DATA ELEMENTS AND SEGMENTS:

(M)   **Mandatory:** Universally required information in all transactions

(C)   **Conditional:** Required information when the nature of the transaction necessitates that the information be provided

(O)   **Optional:**   Available information that may be useful to the receiver and may be included in the transaction at the discretion of the sender.

Standard Message Identifier (SMI): A code designating the type of ACE AIR Outbound /Export Manifest message.

Standard Message Identifier (SMI)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Valid Standard Message Identifiers are: **Code** **Description** **FRO** Freight Report Outbound **FOC** Freight Outbound Change **FOD** Freight Outbound Delete **FSO** Freight Status Outbound **FDO** Flight Departure Outbound **FEO** Freight Error Outbound	
Line Terminator	CRLF	M	Carriage return, line feed	

Cargo Control Location (CCL): The last U.S. departure airport and the air carrier code or FIRMS code of the message originator.

Cargo Control Location (CCL)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Airport of Departure	3A	M	The IATA code of the last departure airport from the United States. Valid U.S. airport codes are located in the online IATA directory	1
Cargo Terminal Operator	2-4AN	M	The IATA/ICAO Air Carrier code for an ACE Air Export Carrier. The Facility Information Resource Management System (FIRMS) code for an ACE Air Export Consolidator.	1
Line Terminator	CRLF	M	Carriage return, line feed	

Note 1

Initial House Air Way Bill (HAWB) shipment information, provided in advance of the Master Air Way Bill (MAWB) information, may be submitted without Cargo Control Location detail (CCL).

Cargo Control Location details are required for a complete AWB record. CCL is normally provided by the exporting air carrier in the Simple or Master Air Waybill information; **or** from additional House Bill shipment information.

In the event the exporting air carrier splits cargo covered under a single consolidated air waybill on more than one aircraft, the Cargo Control Location (CCL) will be returned to the other party via Freight Status Outbound (FSO) message. The CCL will be as reported by the exporting air carrier along with any additional information as amended by the routing of the outbound flight.

If applicable, changes to any boarded quantity and weight will be reported (in the event the exporting air carrier to split one or more consolidated House shipments).

Subsequent amendment(s) (if any) to House level shipment information must include Cargo Control Location detail as provided by the exporting air carrier, e.g., with the IATA/ICAO air carrier code as Cargo Terminal Operator.

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

Air Waybill (AWB)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Air Waybill Prefix	3AN: 3 NNN = IATA 3 AAA = ICAO	M	The exporting air carriers AWB prefix. The International Air Transport Association (IATA) standard AWB numeric prefix is underline preferred when the exporting air carrier qualifies. CBP allows alternate formats; See NOTES 1 & 2	1,2
Separator	-	M	- Hyphen	3
AWB Serial Number	8N	M	An 8-digit number composed of a 7-digit serial number and the MOD-7 check-digit number.	2
Separator	-	C	- Hyphen	3
HAWB	12 standard (Optional /Additional alpha numeric characters up to 50 total HAWB	C	CBP requires HAWB to consist of 12 characters: (CBP accepts 12 characters and can accommodate up to an additional 25 characters for a total AWB length of up to 50 characters) See AWB Format/Character count in NOTE 1.	1,4
Line Terminator	CRLF	C	Carriage return, line feed. Required if the following field is present.	
Separator	**/**	O	**/** Slant: Required if the Package Tracking Identifier is in the next position	5
Package Tracking Identifier	1-35AN	O	An optional alphanumeric field to identify a house air waybill tracking number	5
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

IATA = 3 NNN:

When applying the International Air Transport Association (IATA) AWB prefix,
3 character (numeric) digits are required. When if the exporting air carriers IATA AWB
prefix is only 1 or 2 numeric digits, CBP requires the field to be underline left justified with zero(s)
(0's) to comply.

ICAO = 3 AAA:

When applying the International Civil Aviation Organization (ICAO) Airline Codes:
3 character (alpha) ICAO code is submitted as the AWB prefix, (only) when the
exporting air carrier does not qualify for the IATA AWB prefix code.

AWB Format and character count reference chart: (N/A = Not Applicable)

#	AWB TYPE	PREFIX (3)	Hyphen (1)	AWB SERIAL Number (8)	Hyphen (1)	CONSOL INDICATOR	HAWB	Optional Additional HAWB characters	Character count
1	SIMPLE AWB (SAWB)	3 NNN: IA TA - OR - 3 AAA: ICAO	(-)	8 numeric digits (7 + 1 check digit)	N/A	N/A	N/A	N/A	3-8
	SAWB character count	3	1	8	0	0	0	0	12
2	MASTER AWB (MAWB)	3 NNN: IATA - OR - 3 AAA: ICAO	(-)	8 numeric digits (7 + 1 check digit)	(-)	M	N/A	N/A	3-8-M
	MAWB character count	3	1	8	1	1	0	0	14
3	HOUSE AWB (HAWB) - automated self-filer	3 NNN: IATA - OR - 3 AAA: ICAO	(-)	8 numeric digits (7 + 1 check)	(-)	N/A	12 characters required: (alpha - numeric permitted) 3-8-12 = 25	25 optional additional characters 25+25=50 (alpha/ numeric) Up to 50 total AWB characters	**Up to 50** i.e. 3-8-12 = 25 (an additional 25 characters possible. Total characters up to 50)
	HAWB character count	3	1	8	1	0	12	25	Up to 50

Note 2

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, or post-entered shipments departing from the U.S. via air (non-revenue shipments subject to CBP manifest regulations). An air waybill number cannot be reused (for cargo departing from the U.S.) for a period of one year after issuance.

Note 3

To report either Consolidation Identifier in a MAWB, or to report the HAWB number (12 characters).   The separator is only permitted when a Consolidation Identifier or the HAWB number is included in the AWB submission (master and house respectively).

Note 4

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

When House Air Way Bill (HAWB) shipment information is submitted to CBP in advance, without Cargo Control Location detail, the CCL is required to be updated in ACE AIR Export Manifest to complete the HAWB. Normally the CCL is updated:

1) Upon submission and matching of the Master AWB (MAWB) submitted by the Exporting Air Carrier to ACE Air Manifest

   -        OR   -
2) Upon submission of an amended HAWB directly from the filer/originator (including any Split Bill scenario, operational or commercial).

Updated Cargo Control Location information is required to be reported to CBP as an Amendment to the Air Way Bill – (Master or House) as soon as this information is known by the respective AWB filer.

Second Notify Party/parties: 2NP/2NPs:
It is the responsibility of each HAWB filer to include 2NPs on their HAWB(s). 2NPs are automatically added to the Master AWB as a 2NP; enabling (each) 2NP to receive the updated CCL at the same time.

Subsequent amendment(s) (if any) to House AWB shipment information must include Cargo Control Location detail as provided by the exporting air carrier, e.g., with the IATA/ICAO air carrier code as Cargo Terminal Operator.

Note 5

The House-level Package Tracking Identifier transmitted to ACE Air Export Manifest is included in subsequent FSO messages sent from CBP.

 Scheduled Departure (SDP) The exporting carrier code, flight number and scheduled departure date. Boarded quantity and boarded weight when applicable. (This SDP format does not apply to FSO/ FDO messages).

Scheduled Departure (SDP)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be SDP.	
Separator	**/**	M	**/** Slant	
Exporting Carrier	2-3AN	M	Air carrier code. Valid codes can be located in the IATA Coding Directory.	1
Flight Number	3-5NA	M	Number assigned by the exporting carrier. Format must be NNN, NNNA, NNNN or NNNNA.	
Separator	Slant	M	**/** Slant	
Scheduled Departure Date	5NA	M	Scheduled departure 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.	
Separator	-	C	**-** Hyphen	
Part Shipment Id	1A	C	Alpha code assigned to one flight when the cargo covered by a single air waybill departs on more than one aircraft and actual boarded piece count is less than total waybill piece count. Also known as a "split" indicator. This field will not have any edits performed.	1
Separator	**/**	C	**/** Slant	2,4
Boarded Quantity Identifier	1A	C	A code of "B" to signify that the following count is the actual boarded quantity. Equals 'B' if present.	2, 4
Boarded Piece Count	1-7N	C	Actual number of pieces boarded on this flight. This value must be greater than zero and less than the total piece count of the air waybill.	2, 4
Separator	Slant	C	**/** Slant	3.4
Weight Code	1A	C	K (Kilos) or L (Pounds) Required when boarded piece count is present.	3, 4
Weight	1-7N	C	Weight of the boarded pieces. Required when boarded piece count is present.	3, 4
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

Do not use a 2-character IATA airline code ending in a numeric value (example: A1).
Carrier would need to apply for /use an IATA 2 alpha character code; or the carrier is able to obtain an ICAO-registered 3 character Alpha Airline Designator from the government transport authority of the airline's country of registry.

Note 2

The Boarded Quantity Identifier and the Boarded Piece Count will come in together if there is any information present then the first element will be assumed to be the Boarded Quantity Identifier and the rest will be the Boarded Piece Count.

Note 3

The Weight Code and the Weight will come in together if there is any information present then the first element will be assumed to be the Weight Code and the rest will be the Weight.

Note 4

This information is required to be present if the BOL is a Split BOL.

Scheduled Departure (SDP) (FSO&FDO messages only): The exporting carrier code, flight number and scheduled departure date. This SDP format applies only to FSO & FDO messages.

Departure (SDP)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be SDP.	
Separator	**/**	M	**/** Slant	
Exporting Carrier	2-3AN	M	Air carrier code. Valid codes can be located in the IATA Coding Directory.	1
Flight Number	3-5NA	M	Number assigned by the exporting carrier. Format must be NNN, NNNA, NNNN or NNNNA.	1
Separator	**/**	M	**/** Slant	
Scheduled Departure Date	5NA	M	Scheduled departure 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.	
Separator	-	C	- Hyphen	
Part Shipment ID	1A	C	This field will not have any edits performed.	
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

ACE Air Export Manifest messages identified by FSO and FDO will report the exporting carrier code and flight number as formatted within the input message which established the active air waybill record.

Agent; AGT: The creator of the AWB can identify an entity as an agent who is authorized to act on their behalf to report to information to CBP.   An exporting party designates another exporting party authorized to provide transportation and or shipment level information on their behalf.   For example; the exporting air carrier may report the ACE Air Export Manifest participant who is providing commercial cargo (shipment level) information for consolidated shipments associated to the exporting carrier's Master Air Waybill (MAWB).   See Notes 1 & 2 below:

Agent (AGT)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be AGT.	1
Separator	**/**	M	**/** Slant	
Air ACE AIR EXPORT MANIFEST Participant Code	2-7AN	M	An air carrier code (2-3AN), FIRMS code (ANNN) or CBP importer/broker filer-forwarder Air ACE AIR EXPORT MANIFEST identifier (7AN).	2,3
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

This code identifies the ACE Air Export Manifest Participant who is to supply additional data for an air waybill record. The agent electronically submits the air waybill data directly to CBP.

When/if the agent is <u>not</u> an ACE Air Export Manifest Participant, the exporting air carrier must transmit cargo information for all associated House Air Waybills.

Transmissions that include an unrecognized code will result in an error message. (Please refer to the CBP Export Error message appendix at www.cbp.gov)

Note 2

The Agent code specified in the Master Air Waybill can identify the agent authorized to provide (House) Air Waybill(s) data referencing the same departing flight as the associated Master air waybill.

ACE AIR Export Manifest requires a 7-character code to identify parties transmitting house air waybill level information.   Automated Broker Interface (**ABI**) filers electing to transmit such advance cargo data will be assigned codes in the format **"BCBPXXX"**, where, in place of the "XXX", the ABI filer would insert its own unique 3-character ABI filer code.

Shipper (SHP): The name and address of the shipper.   Failure to provide the name and address of the shipper may delay processing.

Shipper (SHP)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be SHP.	
Separator	**/**	M	**/** Slant	
Name	1-35AN	M	Name of the shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	**/**	C	**/** Slant	1
Street Address	1-35AN	C	Street address of the shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	**/**	M	**/** Slant	
City, County, Township	1-17AN	M	The city, county or township of the shipper.	
Separator	**/**	C	**/** Slant	1
State or Province	1-9AN	C	The state or province code of the shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	**/**	M	**/** Slant	
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 Air Appendix (TBD)	
Separator	**/**	C	**/** Slant	1
Postal Code	1-9AN	C	The postal code of shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

Separators are conditional on information following on the same line.

Consignee (CNE): The name and address of the consignee. Failure to provide the name and address of the consignee may delay processing.

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

Note 1

Separators are conditional on information following on the same line.

Other Customs Information (OCI): Other customs information including: the Proof of Filing Internal Transaction Number (ITN), or the required Exemption citation/legend at the lowest AWB level.

Other Customs Information (OCI)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be OCI.	
Separator	**/**	M	**/** Slant	1
ISO Country Code	2A	O	Not used for exports.	
Separator	**/**	M	**/** Slant	
Information Identifier	3A	M	Code identifying the type of supplemental information being provided.	2
Separator	**/**	M	**/** Slant	
Customs Information Identifier	2A	M	Code qualifying the type of supplemental information being provided. See Note 2	2
Separator	**/**	C	**/** Slant	
Supplemental Customs Information	35AN	C	Supplementary information required by CBP for exporting an air waybill, i.e. ITN or Exemption citation/legend. See Note 2	2
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

Separator and all subsequent fields may be repeated up to 22 times for a given air waybill.

Note 2

The following table describes the allowable Identifiers and associated Supplemental Customs Information to be provided with the OCI message line:

Information Identifier	Customs Information Identifier	Supplemental Customs Information
ITN Number – must be reported for every air waybill prior to departure:		
DOC	I	1st 3 characters – set to ITN Position 4 – set to : separator Starting position 5 – set to ITN Number related to air waybill

AES Exemption Number:		
DOC	I	1st 3 characters – set to CEN Position 4 – set to : separator Starting position 5 – set to Census Exemption Number
DOC		
Exemption from ITN Filing:	C	1st 3 characters – set to EXA Starting position 5. Set to Exemption for shipments outbound from US to U.S. territories
DOC		
Exemption from ITN Filing:	C	1st 3 characters – set to EXB Starting position 5 – set to Exemption for shipments originating in The U.S. and going to Canada.
DOC		
Exemption from ITN Filing:	C	1st 3 characters – set to EXC Starting position 5. Set to Exemption for shipments valued at $2500 or less
DOC		
Exemption from ITN Filing:	C	1st 3 characters – set to EXD Starting position 5 – set to Exemption for shipments of certain kinds of technology.
DOC		
Exemption from ITN Filing:	C	1st 3 characters – set to EXE Starting position 5. Set to Exemption for shipments of paper works to foreign libraries
DOC		
Exemption from ITN Filing:	C	1st 3 characters – set to EXF Starting position 5 – set to Exemption for shipments authorized as gifts and humanitarian donations.
DOC		
Exemption from ITN Filing:	C	1st 3 characters – set to EXG Starting position 5. Set to Exemption for diplomatic pouches and their contents
DOC		
Exemption from ITN Filing:	C	1st 3 characters – set to EXH Starting position 5 – set to Exemption for shipments of human remains
DOC		
Exemption from ITN Filing:	C	1st 3 characters – set to EXI Starting position 5. Set to Exemption for shipments of interplant correspondence.
DOC		
Exemption from ITN Filing:	C	1st 3 characters – set to EXJ Starting position 5 – set to Exemption for shipments aircraft parts and equipment

DOC			
Exemption from ITN Filing:	C	1st 3 characters – set to EXK Starting position 5. Set to Exemption for banknotes and securities	
DOC			
Exemption from ITN Filing:	C	1st 3 characters – set to EXL Starting position 5 – set to Exemption for documents used in international transactions.	
DOC			
Exemption from ITN Filing:	C	1st 3 characters – set to EXM Starting position 5. Set to Exemption for technical data and defense services	
DOC			
Exemption from ITN Filing:	C	1st 3 characters – set to EXN Starting position 5 – set to Exemption for vessels, locomotives, aircraft	
DOC			
Exemption from ITN Filing:	C	1st 3 characters – set to EXO Starting position 5. Set to Exemption for shipments to a military or Diplomatic post office	
DOC			
Exemption from ITN Filing:	C	1st 3 characters – set to EXQ Starting position 5 – set to Exemption for shipments exported as baggage	
DOC			
Exemption from ITN Filing:	C	1st 3 characters – set to EXR Starting position 5. Set to Exemption for certain types of commodities Exported to various countries	
DOC			
Mexican pedimento number	C	1st 3 characters – set to EXS Starting position 5 – set to Exemption for shipments to U.S. Armed forces.	
DOC			
Mexican CAAT code number	C	1st 3 characters – set to EXT Starting position 5. Set to Exemption for office furniture for U.S. government offices	
DOC			
Mexican export bonded warehouse number	C	1st 3 characters – set to EXU Starting position 5 – set to Exemption for household goods for U.S. government personnel	
DOC			
Mexican import bonded warehouse	C	1st 3 characters – set to EXV Starting position 5. Set to Exemption for food, medicines, and related items shipped to U.S. government offices	

number				
DOC				
Mexican consignee taxpayer ID number		C	1st 3 characters – set to EXW Starting position 5 – set to Exemption for shipments of books and paper work shipped to U.S. or foreign government establishments	
DOC				

Shipment Reference Information (SRI): References to In-bonds/BOL(s) (previously filed as part of an import manifest by the same or another carrier) that will be automatically exported when the flight is departed using the FDO message.

Shipment Reference Information (SRI)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be SRI.	
Separator	Slant	M	**/** Slant	
In-bond Number	50AN	M	In-bond number previously transmitted as part of an import manifest.	1, 3
Separator	Slant	M	" **/** " Slant	
BOL/Air waybill Number	50AN	C	Master BOL/Air Waybill Number transmitted as part of an import manifest. If this field **is an Air Waybill Number, the first 3 characters must be the 3-character air carrier code** representing the original import Air Waybill issuer. If this field is the BOL for Ocean, Rail or Truck MOT, the **first 4 characters must be the SCAC** representing the original import BOL issuer.	2, 3
Separator	Slant	M	" **/** " Slant	
House BOL Number	50AN	C	House BOL Number transmitted as part of an import manifest. **Applicable to Air MOT only.**	2, 3
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

This field contains a reference to an **In-bond Number** previously initiated by another exporting carrier, i.e.; another air carrier, or another Ocean, Rail or Truck carrier.

Note 2

This field contains a reference to an **import BOL/AWB** previously submitted to ACE. One of the following must apply:

- The Air Waybill/House BOL was previously transmitted by the exporting carrier or another air carrier as part of an import manifest, **and the same shipment is being exported with a new air waybill number.**
- The BOL was previously transmitted by an Ocean, Rail or Truck carrier, and the **same** shipment is being **exported with a new air waybill number.**

Note 3

If In-bond Number is provided and the BOL/Air Waybill and House BOL are left blank, then the entire in-bond movement will be exported at the time of the flight departure via the FDO submission by the exporting carrier.

If In-bond Number is provided along with a BOL/Air Waybill, then only the specific In-bond/BOL combination included in the SRI message line will be exported at the time of the flight departure via the FDO submission by the exporting carrier.

If In-bond Number is provided along with an Air Waybill and House BOL, then only the specific In-bond/House BOL combination included in the SRI message line will be exported at the time of the flight departure via the FDO submission by the exporting carrier.

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.

CBP Shipment Description				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be CSD.	
Separator	**/**	M	**/** Slant	
Origin of Goods	2A	C	The ISO country code corresponding to the country of origin of the merchandise.	
Separator	**/**	M	**/** Slant	
Declared Value	1-12N	M	Monetary value of the shipment.	
Separator	**-**	M	- Hyphen	
ISO Currency Code	3A	M	The ISO currency code in which the value of the merchandise was declared. The value of the merchandise in U.S. dollars (USD) is required for	

			in-bond and express consignment shipments.	
Separator	**/**	C	**/** Slant	1
Harmonized Commodity Code	10N	C	The classification of the merchandise according to the Harmonized Tariff Schedule of the United States (HTSUS). Each express house air waybill record may contain up to 10 classifications with one classification per continuation line beginning with a separator slant character and terminated by the CRLF characters.	
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

Separators are conditional on information following on the same line.

Reason For Amendment (RFA): A code explaining the reason for the amendment to the original manifest information. An RFA message type is required when the standard message identifier is FOC, FDO,   unless the message is being transmitted within 4 hours of flight departure and the message is an FOC or FXC.

Reason For Amendment (RFA)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be RFA.	
Separator	**/**	M	**/** Slant	
Amendment Code	2N	M	Valid amendment codes are listed in Appendix A. Codes 22 and 23 are no longer valid amendment codes since all exporting air carriers are required by CBP Regulations to provide AWB information electronically to CBP ACE AIR EXPORT MANIFEST.	
Separator	**/**	C	**/** Slant	1
Amendment Explanation	1-20AN	C	Free format explanation for the amendment code.	
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

Separators are conditional on information following on the same line.

Departure (DEP): The carrier code, flight number, date of scheduled departure at last U.S. airport , GMT/UTC liftoff date and liftoff time from U.S. airport of departure (enroute to foreign destination.), Airport of Departure and conditionally the actual carrier code and flight number. This line is required only for an FDO message.

Departure (DEP)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be DEP.	1
Separator	**/**	M	**/** Slant	
Exporting Carrier	2-3AN	M	The carrier code of the airline that sent the FDO message.	
Flight Number	3-5AN	M	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	**/**	M	**/** Slant	
Date of Scheduled Departure	5NA	M	Scheduled date of departure at the last US airport in NNAAA format. **NNAAA** format, where the NN is the two-character numerical day of the month and AAA is the first three alpha characters of the month, i.e.: December 10 would read 10DEC	
Separator	**/**	M	**/** Slant	
Liftoff Date	5NA	M	Actual departure date in NNAAA format from last US airport. **NNAAA** format, where the NN is the two-character numerical day of the month and AAA is the first three alpha characters of the month, i.e.: December 10 would read 10DEC	
Liftoff Time	4N	M	Actual departure time (GMT) in HHMM (hour, minute) format.	
Separator	**/**	M	**/** Slant	
Foreign Destination Airport	3AN	M	This field specifies the first foreign port of destination after departing the U.S.	
Separator	**/**	C	**/** Slant	2
Actual Exporting Carrier	2-3AN	C	The carrier code of the actual airline that is carrying the freight.	3
Actual Flight Number	3-5NA	C	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).	3
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

The ACE Air exporting carrier is responsible for ensuring a Flight Departure Outbound (FDO) message, containing a Departure line (DEP), is submitted to ACE Air Export Manifest when:

a) The exporting carrier has confirmed the flight referenced in the DEP line has actually departed from the final U.S. airport…and…

b) The actual GMT liftoff date and time, as reported in the DEP line, is not in advance of the current GMT at the time the FDO message is transmitted to ACE Air Export Manifest.

The ACE Air exporting air carrier is responsible for ensuring that the Flight Departure Outbound message (FDO) content is reporting the Greenwich Mean Time (GMT) / Universal Time, Coordinated (UTC) of departure from the U.S. airport. The GMT/UTC is required to report the liftoff date and liftoff time, as defined by CBP regulations.

It would not be accurate for an FDO to report a published or scheduled departure date and time as indicated in a table or some other commercial publication of departing flights from a U.S. Airport.

In the event the GMT date and time of the FDO processing <u>precedes</u> the GMT liftoff date and time received in the DEP line, the air carrier will receive a Freight Error Outbound (FEO) message referencing the carrier code, flight number and scheduled departure date submitted on the DEP data line.

Rejection of the FDO will delay transmission of ALL Freight Status Outbound FSO messages referencing the FDO DEP flight identification (corresponding to the Scheduled Departure (SDP) flight identification received in air waybill manifest data) until a valid FDO is received or CBP staff updates the flight record with actual date and time of departure.

Note 2

Separators are conditional on information following on the same line.

Note 3

When the Freight Departure Outbound (FDO) message is being sent by a code sharing carrier, the <u>second</u> instance of carrier and flight number refers to the <u>actual</u> exporting air carrier and flight number of the aircraft carrying the freight for the code sharing carrier.

CBP Status Notification (CSN): A status code and other information from CBP via A Freight Status Outbound (FSO) message to an ACE Air Export Manifest participant regarding the status of an air waybill as related to a specific transaction.

CBP Status Notification (CSN)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be CSN.	
Separator	**/**	M	**/** Slant	
Action Code	2AN	M	Valid action codes are located in Appendix A.	
Separator	-	M	- Hyphen	
Number of Pieces	1-7N	M	The quantity associated with the above action code or "0" if no quantity associated with notification e.g., landing rights response.	
Separator	**/**	M	**/** Slant	
Transaction Date	5 NA	M	**NNAAA** format, where the NN is the two-character numerical day of the month and AAA is the first three alpha characters of the month, i.e.: December 10 would read 10DEC	
Transaction Time	6N	M	Time in HHMMSS format (hour, minute, second).	
Line Terminator	CRLF	C	Carriage return, line feed.	1
Separator	**/**	C	**/** Slant	1
Remarks	1-50AN	C	A field to transmit additional remarks to the ACE Air Export Manifest participant. Remarks may be transmitted to the participant for any Action Code.	2
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

Separator is conditionally based upon the fact that the following optional information is present as well.

Note 2

May include transaction record posting remarks (text supplementing the Action code) i.e.: citation of CBP Regulation, Form number, or other instructions, when transaction is initiated by other than CBP processing of entry data referencing the shipment.

Special characters other than IATA Cargo Interchange Message Procedures (IATA Cargo-IMP) character set (numerals 0 thru 9, letters A thru Z, comma, space, decimal, and hyphen) will be replaced by space character.

Error: Freight Error Outbound (ERO): An error code and text message sent to an ACE Air Export Manifest participant via a Freight Error Outbound message.

Error (ERR)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3A	M	Must be ERO. The ERO line identifier will be repeated for each type of error that is reported. The number of occurrences (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 ERO line.	
Separator	Slant	M	/	
Error Code	3N	M	Valid Error codes are located in Appendix A.	
Error Message Text	1-40AN	M	A brief message describing the error. Refer to the error codes in Appendix A for further information.	
Line Terminator	CRLF	M	Carriage return, line feed.	

Report Flight Information (RFI): The carrier code, flight number and scheduled date of departure sent by ACE AIR EXPORT MANIFEST   in line 2 of the Freight Error Report (FER) message.

Report Flight Information (RFI)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Component Identifier	3AN	M	Must be RFI.	
Exporting Carrier	2-3AN	M	Air carrier code. Valid codes can be located in the IATA Coding Directory	1
Flight Number	3-5 NA	M	Number assigned by exporting carrier. Format must be NNN, NNNA, NNNN or NNNNA.	1
Separator	**/**	M	**/** Slant	
Scheduled Departure Date	5NA	M	**NNAAA** format, where the NN is the two-character numerical day of the month and AAA is the first three alpha characters of the month, i.e.: December 10 would read 10DEC	2
Line Terminator	CRLF	M	Carriage return, line feed	

Note 1

See Message Type; Freight Error Outbound (FEO) and Message Line Identifier ERO (Error Code).

First error code "000": data as received (Message Line Identifier SDP or DEP) in a message found to contain one or more errors (Message Line Identifier ERO).
First error (code) other than "000' data from active manifest record on file (as received).

Note 2

See Message Type; Freight Error Outbound (FEO) and Message Line Identifier ERO (Error Code).

First Error (code) '000': data as received (if recognized), otherwise, the date of rejected message processing).

Secondary Notify Parties (SNP): The SNP line specifies all secondary notify parties.

Data Element	Length/Class	Status	Description	Note
Secondary Notify Parties (SNP)				
Component Identifier	3A	M	Must be SNP.	1
Separator	**/**	M	**/** Slant	
Secondary Notify Parties' ID(s)	2-9N	M	An air carrier code (2-3AN), FIRMS code (ANNN), ABI filer's Air ACE AIR EXPORT MANIFEST identifier (7AN) or Broker identifier DDPP3ANNN. .	
Separator	**/**	C	**/** Slant	2
Secondary Notify Parties' ID(s)	2-9N	O	An air carrier code (2-3AN), FIRMS code (ANNN), ABI filer's Air ACE AIR EXPORT MANIFEST identifier (7AN) or Broker identifier DDPP3ANNN.	
Separator	**/**	C	**/** Slant	2
Secondary Notify Parties' ID(s)	2-9N	O	An air carrier code (2-3AN), FIRMS code (ANNN), ABI filer's Air ACE AIR EXPORT MANIFEST identifier (7AN) or Broker identifier DDPP3ANNN.	
Separator	**/**	C	**/** Slant	2
Secondary Notify Parties' ID(s)	2-9N	O	An air carrier code (2-3AN), FIRMS code (ANNN), ABI filer's Air ACE AIR EXPORT MANIFEST identifier (7AN) or Broker identifier DDPP3ANNN.	
Separator	**/**	C	**/** Slant	2
Secondary Notify Parties' ID(s)	2-9N	C	An air carrier code (2-3AN), FIRMS code (ANNN), ABI filer's Air ACE AIR EXPORT MANIFEST identifier (7AN) or Broker identifier DDPP3ANNN.	
Line Terminator	CRLF	M	Carriage return, line feed.	

Note 1

The SNP line data identifies the Secondary Notify Parties who will receive all status notifications that this AWB/BOL generates.

Note 2

Separator is conditional based upon the fact that the following optional information is present.

Hazardous Material Information (HMI):

Hazardous Material Information (HMI): This is a mandatory line if shipment contains hazardous materials. This record is used to specify information relative to hazardous materials, as defined in the 49th Code of Federal Regulations.

Hazardous Material Information (HMI)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Control Identifier	3AN	M	Must always equal HMI.	
Separator	**/**	M	**/** Slant	
Hazardous Material Code	10AN	M	A code representing the identification number assigned to the hazardous material.	1
Separator	**/**	C	**/** Slant	4
Hazardous Material Class	4AN	C	A code representing the hazardous class or division designated for the material in the International Maritime Dangerous Goods (IMDG) code.	
Separator	**/**	C	**/** Slant	4
Hazardous Material Code Qualifier	1AN	C	A code that describes the hazardous material class.	2
Separator		C	**/** Slant	4
Hazardous Material Description	**/**	C	The proper shipping name of the material designated as hazardous.	
Line Terminator	CRLF	C	Carriage Return, Line feed Required if any fields follow	4
Separator	**/**	C	**/** Slant	4
Hazardous Material Contact	40N	C	The name and/or phone number of the person or department to contact in case of an emergency.	
Separator	**/**	C	**/** Slant	4
UN Hazardous Material Page	6AN	C	The page number in the IMDG code in which the hazardous material identification appears. This is not used in Air Ace AIR Export Manifest	
Separator	**/**	C	**/** Slant	4
Flashpoint Temperature	3N	C	A code representing the lowest temperature at which the vapor of a hazardous combustible liquid will ignite in the air. This field is required when this is a combustible liquid.	
Separator	**/**	C	**/** Slant	4
Unit of Measure Code	2A	C	A code representing the basic unit of measurement (UOM) for the flashpoint temperature. This is always CE = Degrees Centigrade/Celsius.	3
Separator	**/**	C	**/** Slant	4
Negative Indicator	1A	C	A code of *N* is used when a flashpoint temperature is negative, that is, below 0 degrees Centigrade/Celsius.	3
Line Terminator	CRLF	C	Carriage Return, Line feed	4
Separator	**/**	C	**/** Slant	4

Hazardous Material Description	30AN	O	The material name, special instructions, and/or the phone number, if applicable.	
Separator	**/**	C	**/** Slant	4

Hazardous Material Information (HMI)				
Data Element	**Length/Class**	**Status**	**Description**	**Note**
Hazardous Material Classification	30AN	O	Free form description of hazardous material classification, division, or label requirements.	
Line Terminator	CRLF	M	Carriage Return, Line feed	

Note 1

The codes preceded by *UN* are associated with descriptions considered appropriate for international shipments as well as domestic shipments. Those preceded by *NA* are associated with descriptions that are not recognized for international shipments except those to and from Canada.

Note 2

Valid codes for hazardous materials are:

Code	Description
9	Title 49 *Code of Federal Regulations*
A	International Civil Aviation
U	United Nations

Of the above, the most commonly used code is U.

Note 3

This information is present if the HAZMAT Material is a Combustible Material.

Note 4

Required when any subsequent optional fields are present.