

**U.S. Customs & Border Protection
(CBP)
Update on Air Manifest Changes:
ACE Deployment D**



Retiring the Mainframe Driving Transformational Technology Working Smarter

September 2014

In 2015, CBP will transition legacy Air Automated Manifest System (AMS) functions to the Automated Commercial Environment (ACE). With this transition, there will be changes to business processes and CBP Air Manifest Interface Requirements (CAMIR) documentation.

When will these changes go into effect?

Air AMS changes will go into effect on May 2015. However, we encourage earlier adoption as this provides an advantage of confirmed compliance ahead of the deadline, since the outlined changes are compatible with current AMS processing. Trade testing in the ACE Certification Environment for Air AMS will be available on January 2015, after air import manifest capabilities are rolled out into ACE and the current Automated Commercial System (ACS) AMS Certification region is taken out of the system.

Who is impacted by the ACE Air Import Manifest Deployment?

	Importers	Brokers	Carriers	Filers	Software Developers
ACE Air Import Manifest					

What changes will occur?

Highlights of the changes include:

- Increased validation of submitted data, to ensure compliance with established standardized requirements. Data elements, subject to increased validation, necessary for successful processing include:
 - Header format must comply with published Implementation Guide in Appendix D of the CAMIR
 - Consignee country codes must be entered and valid
 - Shipment weight values must be numeric and greater than zero
 - Bonds must on file and valid
- New system validations providing more descriptive language for error codes

Where are the latest technical standards?

All of the latest technical standards and documentation are located on CBP.gov. For details on the updated header format, please access the published [Appendix D](#) posted to CBP.gov. For details on message set changes, please reference Table 1 at the bottom of this message.

Outreach Events

Interested in learning more about ACE? Please visit our outreach page.



Get Alerts

Sign up for our Cargo System Messaging Service (CSMS) to receive alerts on the latest ACE and automated systems news.



Training

Visit the ACE Training page to access web based training and reference guides.



Technical Questions

Is your question urgent? Feel free to contact the CBP Technology Support Center at 1-866-530-4172.



Key Dates

Reminder, our 3 mandatory dates are on the horizon.

May 1, 2015	November 1, 2015	October 1, 2016
Mandated use of ACE for all electronic manifest filings.	Mandated use of electronic Cargo Release and associated Entry Summary.	Mandated use of ACE for all remaining electronic portions of the CBP cargo process.
8 Months To Go as of September 2014!	14 Months To Go as of September 2014!	25 Months To Go as of September 2014!

Table 1:

What are the specific changes that will be made when Air Import Manifest processing is transitioned to ACE?

Name of Change	Description of Change
FRX/FXX BOL status notifications	<ul style="list-style-type: none"> If BOL status = Eligible G.O., then ACE will reject with error message and append posting code with disposition code to end of error message (1S) If BOL status = Sent to G.O., then ACE will reject with error message and append posting code with disposition code to end of error message (1U) If BOL status = Seized, then ACE will reject with error message and append posting code with disposition code to end of error message (1T, 2T or 3T) ACE will not reject FRX if BOL status = Pending G.O
Rejection codes for SHP/CNE lines	ACE will send reject codes if required slants are missing.
SHP/CNE city and country code mandatory; ; send reject code 105/106 if missing	ACE will require these SHP/CNE data elements.
Cargo Location	Cargo location will be derived from Port of Unlading, In-bond Destination Port, PTT FIRMS code or the PTT Carrier Code. This is an improvement over the current Air AMS process.
No House in-Bond inheritance from deleted Master In-Bonds	When the Master In-Bond Transfer detail is deleted, ACE will not update the House In-Bond origination port to equal the Master In-Bond port of unlading. This will prevent needless rejections and having to resubmit data.

Late CED for FXI/FXC	If CED is received after flight arrival and BOL Express Status is "Pending," then ACE will accept CED and set BOL Express Status to "Authorized," then set late flag in BOL record to "Y." If no CED received, then carrier will have to file an entry to release the cargo. Current Air AMS would deny Express status for late CED transmission.
Message Originator Checks	If no match, then ACE will check for a trade profile record for the Carrier Code in the transmitted ARR line. ACE will no longer check for port-specific trade profile.
Originator of Split House Add/Change	If flight information matches, ACE will check if House originator is in the Carrier profile or Master Agent profile. Current Air AMS does not allow the BOL Agent to add or make changes to Split House BOLs.
Master BOL Reconciliation	ACE will accumulate the Master BOL's total of the entered and released quantities from the associated House BOLs and close the Master BOL (which Air AMS does not do currently). By closing the Master BOLs, this will eliminate erroneous non-compliance letters being sent to the Trade.
Clarification on WBL Weight	Boarded weight must be numeric and > 0. [Air AMS allows for 0.] Decimal point, if present, must be followed by a number. A maximum of 3 decimal places are allowed (e.g. 0.001).
Non-Automated Facility	The Master BOL is reconciled when all associated In-Bonds and/or House BOLs are reconciled. BOLs no longer reconcile when sent to non-automated facility. House BOLs will only be reconciled with entry, exportation, FTZ admission, etc.
Lay Order Period	The Lay Order Period is 15 days, and begins with either conveyance arrival from foreign Port or In-Bond arrival at Destination Port. An In-Bond is considered to be an Entry, which will stop the Lay Order Clock at the first Port of Unlading. The Lay Order Clock starts with a new 15-day period when the In-Bond is arrived at the In-Bond Destination Port. This is an improvement over the current Air AMS process.
TRN Line Permit-to-Transfer	PTTs will be allowed at the House level without a prior In-Bond.
TRN Line In-Bond	New Master In-Bond will be allowed even if In-Bond(s) exist on associated House BOLs. Once the Master BOL reaches its In-Bond Destination Port, the House In-Bond(s) will inherit the Master In-Bond's Destination Port as their Origination Port. In the case of a Type 63 (IE) In-Bond on a House BOL, the House In-Bond will be allowed to export from where it is currently located, independent of the associated Master BOL and any other House BOLs. Currently, Air AMS would reject the Master In-Bond if any associated House BOLs has an existing In-Bond.
FRC	CBP will no longer support double ARR, CCL lines for corrections
RFA	RFA Line will be required for all FRC/FXC/FRX/FXX messages
WBL	Current Air AMS allows transmission of an amendment (FRC/FXC) without WBL detail. However, this goes against the CAMIR which requires WBL detail. This rule will be enforced in M1.
Appendix D - Message Headers	Air CAMIR message header to CBP must be in the following format, starting at position 1 of the message: <CarriageReturn><LineFeed><StartOfHeader>WASUCCR<CarriageReturn><LineFeed>.(period)8 character-ORIGINATOR CODE<CarriageReturn><LineFeed><StartOfText>(Actual FRI, FRC, etc.

	<p>message)<CarriageReturn><LineFeed><EndOfText></p> <p>Air CAMIR message header from CBP will be in the following format, starting at position 1 of the message: <CarriageReturn><LineFeed><StartOfHeader>QK(space)7 or 8-ORIGINATOR CODE<CarriageReturn><LineFeed>.(period)WASUCCR DDHHMMSS<CarriageReturn><LineFeed><StartOfText>(Actual FER, FSN, etc. message)<CarriageReturn><LineFeed><EndOfText></p>
<p>Error Code Changes - CAMIR Appendix A</p>	<p>Error Code 014: "CUMULATIVE HOUSE QTYS EXCEEDS MASTER QTY" <i>(Language has been updated; No longer used in AMS)</i></p> <p>Error Code 019: "ARRIVAL LINE IGNORED"; along with: 071 "CARGO LOCATION RECEIVD DOESNT MATCH BILL" 072 "AIR CARRIER CODE RECVD DOESNT MATCH BILL" 073 "FLIGHT NUMBER RECEIVED DOESNT MATCH BILL" 074 "SCHD ARR DATE RECEIVED DOESNT MATCH BILL"</p> <p>Error Code 043: "ORIGINAL XMIT INVALID - CARRIER AUTOMATED" Error Code 093: "VALUE EXCEEDS MAXIMUM VALUE FOR ENTRY TYPE" <i>(Language has been updated; No longer used in AMS)</i></p> <p>Error Code 094 to read: "CED ENTRY IGNORED ENTRY PREVIOUSLY FILED" <i>(Language has been updated; "ABI" removed from message)</i></p> <p>Error Code 117 to read: "PART BOARDED QTY EQ WBL QTY" <i>(Language has been updated; "WARNING" removed from message)</i></p> <p>Error Code 173: "INVALID ONWARD OR BONDED CARRIER ID" Error Code 175 to read: "TRANSFER INVALID ON EXPORT SHIPMENT" <i>(Language has been updated)</i></p> <p>Error Code 179: "NO ACTIVE INBOND ROUTING"</p>
<p>Error Code Changes - CAMIR Appendix B</p>	<p>Error Code 165: (CONS COUNTRY CODE INVALID) will be transmitted if Consignee country code is not received or incorrect. <i>(Updated to tighten edits)</i></p>