

Overview

A brief overview of the various functions and responsibilities of ACE Air participants.

The purpose of this document is to summarize the roles of an incoming air carrier, Deconsolidator/Container Freight Station operator, CBP entry filer (importer or Customs broker) providing electronic inbound-U.S. air shipment information to CBP as defined in the Trade Act of 2002 CBP regulations 19 CFR 122.48a (Electronic information for air cargo required in advance of arrival.) General information is available on the CBP website, www.cbp.gov, search for the document, “Air FAQs on the Trade Act of 2002 – Mandatory Advanced Electronic Cargo Information.”

This document provides the basic specifications and record formatting rules for the following types of ACE Air Import Manifest participants:

- **Air Carrier:** CBP regulations specify the incoming air carrier electronically provide air cargo information to CBP in advance of the flight arriving in the U.S. The CBP air carrier account and EDI profile are established with the International Civil Aviation Organization (ICAO) Three Letter Airline designator (issued by the government transport authority of the air carrier country of registry) as the Carrier Code. (ICAO flight identification is utilized for international air traffic control and flight tracking applications). The CBP air carrier account may also reference an International Air Transport Association (IATA) issued 2-character airline designator and 3-numeric cargo prefix code for cargo documents (air waybill issuer). In the event the incoming air does not meet IATA requirements for issuance/retention of a 2-character airline designator (or the IATA issued 2-character airline designator ends with a numeric value (0-9), inbound-U.S. flight identification associated with required air shipment and flight departure detail must specify the ICAO Three Letter Airline Designator. In the event the incoming air carrier does not meet IATA requirements for issuance of a 3-numeric cargo prefix code, the required cargo information may be reported to CBP referencing the incoming air carrier ICAO Three Letter Airline Designator as the Air Waybill (AWB) Prefix and 8-numeric air waybill serial number, however the incoming air carrier will need to provide a copy of the IATA prefix code rejection notice to their CBP Client Representative to document update of the air carrier account AWB Prefix with the incoming air carrier ICAO Three Letter Airline Designator. The Trade Act of 2002 Final Rule and related CBP regulations were published in the Federal Register on December 5, 2003, (re: 19 CFR 122.48a, Electronic information for air cargo required in advance of arrival).
- **Service Center:** The service center performs the electronic data interchange functions for its client (air carrier, deconsolidator, or CBP entry filer (importer or Customs broker). A service center must complete certification testing associated with the business operation of their client(s).
- **Deconsolidator/Container Freight Station (CFS):** A U.S. Customs and Border Protection (CBP) bonded cargo facility identified by its CBP FIRMS code may elect to provide

consolidated (house) shipment information associated to a Master Air Waybill number to CBP (re: 19 CFR 122.48a (c) *Party electing to file advance electronic cargo data—(1) Other filer.* (ii) A Container Freight Station/deconsolidator as identified by its FIRMS (Facilities Information and Resources Management System) code). Note: The Deconsolidator/Container Freight Station operator in custody of cargo arriving via air and electing to participate in ACE Air is required to maintain control of such cargo based upon CBP cargo status transmitted via Freight Status Notification (FSN) message(s).

- Freight Forwarder (CBP entry filer): A CBP entry filer (importer or its CBP broker) as identified in ACE Air by “BCBP” + 3-chr. filer code, may elect to provide additional information for consolidated shipments (house shipment identifier associated to a master air waybill number) to CBP (re: 19 CFR 122.48a (c) *Party electing to file advance electronic cargo data—(1) Other filer* (i) An Automated Broker Interface (ABI) filer (importer or its Customs broker) as identified by its ABI filer code)
- Re: 19 CFR 128 Express Consignments. The courier “hub” or express consignment carrier facility (ECCF) operator (or participating courier as identified by its FIRMS (Facilities Information and Resources Management System) code) must provide the additional manifest information (as enumerated by 19 CFR 128.21 Manifest requirements (a) Additional information) to CBP in advance of arrival of the incoming flight in the U.S. This requirement also applies to the consolidations of express consignment shipments routed to the U.S. aboard flights landing at an airport of first arrival other than the U.S. airport nearest to the express consignment cargo facility and requiring in-bond transportation to the express consignment cargo facility. Initial express consignment shipment information received by CBP after incoming flight arrival (including data elements qualifying the shipment for CBP release based upon manifest data) trigger CBP transmission of FSN disposition 1M (Express Status Denied).