Hello, everyone. Thank you for joining us for the air manifest import webinar. I'm sorry it got postponed from last week. We had snow here in DC. My name is Bill Delansky. I am the product owner, and we will hopefully go through this. I am joined today by Gary Schreffler, who is the capability owner over air manifest imports. I bought him along so he could answer the tough questions. For anyone who has not joined an ACE call before, obviously one of the efforts of this is our single was - - window initiative. This is basically showing you how we will try to build ACE out in the coming year. So that we will have our partner government agencies international trade all communicating directly through ACE. Hopefully this will result in an elimination of paperwork and processing time will accelerate at the ports of entry for all of the trade and CBP.

The next one is the beaker chart. These two screens are basically here so I can talk about the overall ACE program. I want to get to air since it's already. Just so we can talk about this. This is an attempt to show how much work we have done in ACE and how much we are doing - - I have left to do. If you will see the first beaker on the left, it's almost filled. That is pre-arrival manifest, and it is all - - almost fill because we have deployed ocean rail truck and a lot of these ACE manifest codes. We have a little bit left to actually put out but the majority of it is done. So we are expecting after May this to be almost up to the top if not at the top showing fully completed. With manifest. So will be the first beaker completed out of this lovely chart. The key dates for everyone to remember. May 1, which is two months away, which is a date we will concentrate on and what that means for Air . Just to say that it is the manifest date, November 1 is the entry and entry summary day along with I believe they are up to 14 PGA impact up to DIS our document imaging system or the PGA message site. Looked ahead to have those 14 agencies automated in that November 1 timeline. And then up over first for the remaining - - October 1 for the remaining and also remaining PGAs were built out over the remaining 19 months. Period

May 1. So I said May 1 was the deadline for manifest export. Or manifest implementation into ACE. I need to explain what exactly may first means. It means that for any import manifest or export manifest that is sent into CBP we will accept that data electronically into the ACE system. Before I get to import just to cover experts for second. For exports that means anyone who is currently sending in electronically are required to in the export world there are only two types of priorities they are sending electronic export manifest information. Both of those are in the ocean environment. They are a pilot we have going in EDS to send in booking data. Those guys have already brought over into ACE we have another group party submitting electronic PDF copies of their manifests into the document imaging system. Those have also been transitioned into ACE. For the electronic export manifest - - manifest we get they are in full compliance for May 1. If you are currently sending paper or some other format to the port, of your export air manifest data. The May 1 state does not impact you. It will be in FRN coming out announcing a pilot if you are interested in doing that pilot, you can respond to the FRN but until that time you do not have to worry about the May 1 date for your export manifest. On your import manifest, ocean rail and truck are already in the ACE environment. They are not impactful. They will be compliant today and they will be compliant on May 1. For the air manifest to be compliant on May 1. There should be no activity that you have to do on that day. Where you will take the

transmission to your current resending to AMS. We will fan them out and send them to ACE like we are already doing. We will turn off the AMS air manifest system I should say we won't run in the background in sync for at least a month to make sure we are processing correctly. But we will be responding from the air import manifest system in ACE. So ACE will become the system of record. Because May 1 falls on a Friday, we're not going to deploy and go live on that date. We are actually going to take the system down on Saturday to minimize trade impact. It requires an outage window to actually do the transition. We will take it down Saturday, traditionally at 11 at clock Eastern standard Time on May 2. The systems will go down. We may go an hour before that or two hours before that, so we may go at 10:00 or 9:00 on Saturday. May 2. Now right now just assume it will be 11:00 4:00 we will take it down will become backup at 4:00, on a third Sunday, ACE will be responding to all your transmissions. ACE will be the system of record. ACE will be taking in the messages, processing them and replying to you. Any changes that we talk about with the Mayday, it's May 3 that it's impactful. Sunday, third. In the morning. Also, we will talk about one thing with the May 3 date. Q asked of UX goes away and we are incorporating QXWX processing into a spirit we are doing that through the TEPW message that. That TEPW set changes to support air will be effective on that maker date higher to May 3 you will continue to send all your messages in QXWX format. On May 30 start using KOWP even use it even inbounds using QXWX, you will use to PWP arriving export them so it's a big bang approach to QXWX going away and QPWP going for will not support QXWX on May 3. What we have done so far as we actually started the air work late last year or early last year. We so far have coded and deployed on January 3 to production the vast majority of the air manifest capabilities. We started running in parallel the week after that their deployment so on January 10, we started running all the messages in both systems. Once we had that we will be looking at error rates, past rates, discrepancies in our code or possibly in the trade submission of the data. Those had been investigated, we are fixing some of the problems that we find as bugs. Other problems are being looked at. If it's a policy change or trade impact change. Those will be going out to the field. We actually did another deployment to production this past weekend. The 28, of which we deployed additional codes some of the bug fixes I have talked about along with some of the response messaging that was in the system along with the GOP changes to support air they are running jointly with those. This past weekend, past Wednesday, we deployed the air changes to the certain environment up until the first increment nine which we are in today which was two weeks ago. All the work we have done, all the bug fixes are deployed. Before I give this over to Gary because I like him to talk about the changes with the transaction does transition that we will be experiencing I also want to say the search we deployed to we are going to go - - we will read - - reach out to certain trade members and begin testing. We have already done that, we are currently receiving from those trade participants their messages we are actually processing them replying to them, the only problem is we found an issue with the send out of this or region. We do not believe that same issue exists in the production region if we were to turn it on. We have identified a fix to that. We will be moving that fix forward and we will talk more about certification as soon as we go through the ACE manifest changes.

Before we get that can you click on the question quickly. That question says can you review the times again May 2 systems down from 11:00 Eastern to 4 PM Eastern.

No. It's 11 AM - - 11 PM Eastern standard Time, Saturday, Saturday, May 2, onward to 4 AM on Sunday on Sunday, May 3. That's a.m. Eastern standard Time. They may extend that a couple of

hours out and then - - instead of extending into Sunday morning they may extend it into Saturday earlier. That's where a raise the issue that it may go down it 9:00 on Sunday. The reason for that change is we have to migrate all of the data into ACE and we need the longer window to actually migrate the data ahead of us deployment code and turning it on. Most, if not all of the code will be deployed well before May 2. Therefore it's the migration of the AMS data. So we have the systems in sync. On May 3 will be start off. We want all of the update statuses and messages in ACE before we go live. So we do not have issues.

Thank you.

Many times I've talked about the changes coming. It is posted on the Internet. I want to go over some things and emphasize some things. First to go to what Bill has said. Right now if you are transmitting successfully the AMS and your client Representative has not contacted you, then you are good to go when we go to ACE and you do not need to be worried about testing your ACE transmissions. I'm getting about 2 to 3 calls a day on some people not understanding that. Thinking that there is new stuff and they have to test for ACE. That is not the case. What we're really trying to say is that unless we contact you, you are good to go and have nothing to worry about. The only real testing that needs to take place is the QXWX will need to test their. While we are ready to do that. But for the majestic - - vast majority. If we have not already contacted you about the header issues then you are golden. You do not need to worry about it. So the header issue, we are still seeing some issues there. There are still people I hope not waiting until the last minute to switch over to a appendix D compliant header. We have allowed the three character codes for that said we will accept those. That will cause a reject or other than that anything else space, special character, anything in front of the header will be a reject. It has to be appendix D compliant. I cannot emphasize that enough. There is no grace period. We are not coding ACE to handle any other type of header format. If we come to May 3, and you have not transition to the proper header, and you are using the old grandfather one you will hit a wall in your transmissions will be rejected right then and there. The grace period is now. If you are not compliant, become compliant. I'm saying that until I turn blue in the face, hoping that everyone does that now and not weights until the last minute. If you do need to change the header, you want to change that and tested to make sure you are okay.

I will say one thing. All the changes Gary will talk about, can be done now and tested in the AMS - - not tested but actually be sent in production to AMS. None of these changes impact the code you are sending out. You can actually deploy ahead of our deployment on May 3.

Right. We are telling people for that reason. If you need to switch over, do the coding, go to the appendix D header cost than it now. If it works now, it will work in ACE. Anyway. There are some edits that we are seeing problematic in the old AMS system to support the. Some of those are on the screen. The big one we are still seeing that has a lot of people really realize we did not edit so we see a lot of zeros for weight and not is still a big thing I'm saying. So start to put a real weight value in. I cannot emphasize that enough. On the third that will be a reject. Other things we are finding, and this is because air is going to M1 which has an existing infrastructure and the way it works. There is one specific scenario that I need to make everyone aware of now. That is, if the airplane lands any port, and it will go in bond and then have two and expressed facility. I think it's just expressed but I'm not sure yet. It will go in bond in any entry will be found at the

destination port. What we're seeing is if it lands and you file the entry right now CED but it might be any entry and then you do the in bond, the inbox will reject because you have an entry in place and then you are filing in bond and basically M1 is programming and saying if we have to choose which one we will choose the entry. So the way around that is to submit transfer line, then submit the CED line certainly we see that is happening in the express. We just don't have any way around that - -

If you want your entry to be - - if you want your entry and you're using the new ACE set and you don't include airport code. We will take the portico from the bill and thereby arrived at entry at the first port of arrival and not the port you may want. For those who are not doing CED lines were timing is an issue peer you will have to have your broker file the entry with the correct port of arrival. The only way we won't arrive that entry at the initial port of arrival.

There is one workaround. Right now what is happening is the in bond would reject in this happens one workaround is if you follow PTP, if you do the permit to proceed, then the entry or bill would inherit the destination port of the permit to proceed. There is a workaround on that that the trade could do. Keep that in mind. Everything else pretty much what I have been telling one I'm still trying my best to be true to, and that is we will not throw any bizarre changes that you. I want to talk about what I talked about before, that we will no longer reconcile airway bills if virtue of the cargo going to a non-automated facility. That concept will cease to exist in M1. There is a double edge sword. That means that you won't have to have a carrier profile in every port you want to do business with. For us especially for in bond is about a port code and you have a valid bond, you can move it anywhere you want just like the other modes and we will authorize the move. That is a good thing. You won't get the rejections are have to bring paper to us all the time. The other side of that coin is that your staff that works at the automated facilities will have to get it to the habit of ensuring the cargo is released before they let it out of that non-automated facility out to the [Indiscernible] right now we're seeing that might be a little loose. I get why. So just remember that in the new system to ensure you have the one see in place before you release the cargo. That will close the airway bill etc. I could go on forever, shipment way again that's a big one. We are seeing I'm not going to say a large boat we are seeing more than I thought where there are people out there with terminated or expired bond because AMS is just validated there's a bottom file. It doesn't validate the status. Come May, you might get unpleasant responses, if you are transmitting and airway bill with an expired bond. I encourage everyone to ensure that the bonds are current. We are not changing the amounts just make sure it's not expired or terminated. Again, you have to give us the country code for the CSD. We are seeing a lot of people that are just going with this lance and get out of the habit of doing that. That's really it for now.

I'd rather just going to questions.

Okay. My grandfathered headers and addresses in the ACE trial - - are grandfathered headers being addressed in the ACE trial you are doing now.

No. Right now. They are being rejected and are not going into ACE at all. We see that and we have identified that as an expected error, and not a coding area. We are migrating to the appendix D header and will be ready before May, but not done yet. Does that affect the ACE test filing

your doing for current AMS omissions. Like I said no. We will see some expected errors or rejections. For instance ACE will reject if the weight has a zero. We expect that. That's successful. So unfortunately with the grandfathered headers coming and they are just being rejected and no other validation.

We're not running your information in ACE to see if you have any other issues. It's heading against the grandfather header issue, if you had an issue like always filling in zeros, for the weight, we would never see that so we would not know to reach out to you to make that correction. This is something that caught to go onto the server region and to emphasize what Gary said, there is no reason in this deployment for you to be recertified like a ACE M1. We recertified all the software vendors and carriers in and the OCC that we are sending in data. They all had to be recertified because the format was changing. In this case the format is not changing so the need to certify your code is not there. We have reached out to we believe has problems I don't think that is all inclusive. If you know you have a header issue and you know you are addressing it maybe we've already told you client Representative that. Maybe once that header issue is resolved in test, reach out to your client Representative and see about committing some data into the system just to make sure you don't have underlying issues from the header issue peer what we are doing with tests and like I said we had an issue last Wednesday when we came back up with the actual sending of the message. We hope to address it today or tomorrow at the latest. We are trying to fully test with a handful of people that we knew had issues going into this deployment. To make sure they are correct in their code changes. Once we have vetted full scenarios worth of data with this trade people, and once we have all the kinks worked out. We have an issue where the tool the client refuse to create bills if you will use QPWP to test and you need air bills created in ACE certification environment, there was a firewall issue discovered last week. It's a new tool for the client reps to be using so they are being trained on it. Some of them were trained last week and a firewall issue is being addressed. If you are testing QP that is one of the issues you could run into. As soon as we resolve these with the testers were working with, I welcome me to reach out to your client reps if you think you have a question or a concern and work with them directly, at least initially let us get the system up and running in the certification region, and we know there are no underlying issues. There are some in the client reps know what these are, coding that either has a bug in it, or we are still doing an initial coding for it because we found some holes. Those would be WP and some of the simple entries ACE cargo release. We are still fixing the interface between SC so if you are going to do a test with the SD and use the new ace air manifest as a test, those changes, the WP and assert notifications which I don't have a listen front of me right now, but they are not may notifications do not work. So as soon as those holes are filled with will deploy those to certification so a more complete test experience can be had. We anticipate at least we've tentatively scheduled for all of these things to be fixed by the end of the third spring. Which is the end of March and deployed. We hope by the end of March, these bugs and code fixes will be in place and full testing will be available. We anticipate we will find handfuls of bugs until May 3. We will address any we find up until the last minute. And include that in the deployment.

We talked about the testing on this one. And again if you had questions or concerns you could reach out to your client reps. There is no need to be in a panic. You don't have to certify your code. So certification of the code is already existent. We are expecting you to use the same code

you have today unless there are issues found in that code. Through wire testing or you reach out to your client reps.

A couple of other changes I wanted to hit on. Per unanimous request from the trade we did add the port code it will say held in port code number so that you will know which port actually wants the court go - - cargo. Right now we realize it's been ambiguous. Some of the error messages, change the light which are not the error code but the error language just so that it says more would it should've said and again less ambiguity.

Again to what Bill said you need to change if you're in a noncompliant header, you need to do it now to test now, so you can look at the rest of the data that you have to make sure everything is working. So we can get a better sense of the sister performance as well.

Said to add onto that. If you have an arrival port, and your plane is arriving in Miami as the first of port of arrival flying out to JFK and that's where the cargo would be offloaded. But I put a hold on a Miami at the first port of arrival that they want to look at the cargo. They wanted offloaded up playing in Miami. Currently right now it's up to you to guess whether it's the arrival port or the on lading port where the holder set. To address that in the actual remarks section, the first seven characters of the remarks will be hardcoded to be the Holden in the four digit port code what is it HLB?

It will be the numeric value like 27 2720 for LAX. Not LAX.

The hold is in Miami you would get that if the JFK you get the JFK port in that field.

Just question popped up just want to confirm that once AMS is migrated to ACE we will be able to transmit in bonds electronically for freight that is located in non-AMS facilities if you can do it today you can do it tomorrow. The answer is yes.

So where you can find the information on the appendix D changes and the other changes that Gary and I've talked about. The appendix D header changes we also does we didn't change what it said we clarified it because there were a lot of Russians so does questions. So we clarify the actual language to make it crystal clear what that header should be formatted as. We were getting a lot of questions around the header information, so we thought it best to clarify what the appendix D header changes were. If you go to the website we moved the air manifest record set for imports actually under the ACE umbrella. You would actually go there as opposed to the AMS site. We have also posted a changes to QP. We will further - - there have been trade suggestions on how to better clarify that document. I don't think there are any changes in their of concrete structure, like changes to clarify what lay was in there. We will do that. So we are reviewing that document to actually post an update version. When you see that updated version, there is no changes other than these clarification changes. Meaning there is no structural change in the message. We are trying to better clarify what we're doing with it QP and WP and how it interacts. That's it. If you have a question, you can send it in now, we will go through the questions that we have.

Limo cargo manifest where he be turned off in ACS? Again that will be May 3 when you have to - - I think it's turned off for you is still on, it's just it will route it over to ACE and you will still get your freight status response back like you always have. I don't want to say it's turned off, it will be relocated.

The same thing goes with that. They actually did the change for ocean, rail, truck to the new ACE for that query last fall. It's been a productive. They will add air to that query and they are doing that currently as we speak. It's another team from the air team doing that it's an ABI team. That is on track to be ready for May 3.

One will he have the capability to trace entries the portal? I'm not sure who is asking that. If it's a CBP person you will be able to link to the entry right now for some, and then as it relates to air after May 3. For air am not sure how to answer for the trade what portal you are talking about. Were not holding an airport of right now for the carriers.

So if you could send us a further elaboration on that question. Is it through the ACE reports that you want to track the shipments or bills that have entries on where they were? We would need more information.

What enforcement a CBP rules and regulations how will that be held?

We're not changing - - this move over to ACE does not change any policy. So if OFO has a certain enforcement stance it at the same one that will exist that ACE. Again, this is a technical repost to move the manifest system out of AMS and into ACE. We are not touching regulations, rules, or policies or anything like that. This would've been a follow-up. Such as delivery without authorization, again, I guess if in bonds are delivered without authorization, there is no one D no release, knowing there is a change in this that we don't reconcile bills automatically, that doesn't change the fact that the regulations have always you cannot release the cargo without a one seat or can't move and balance out a 1D. That's always been there in with my discussions with OFO that should not be surprised anyone. We're taking on faith and no one has anybody release cargo and delivered it without CFP authorization.

Howell CBP officers perform functions related to split posting recent release and send a release to the new originator?

We have made some improvements on how we handle splits. That's been one of the biggest causes of manual intervention that occurs right now in air transactions where the cargo split, the first aircraft arrives, it gets released because of the entry, but the following, eight, B, C, D don't show release when they let - - land. We can send a release its manual, it's paper, cumbersome. In ACE we have fixed that. Each arriving part will also show a release of the system so that everyone will see that in the cargo can go without us having to stamp a piece of paper and sign something or whatever. Releases can be reset through ace without difficulty and send a release to the new originator if that originator has been designated in the manifest, then they would get the release if they are a forwarding agent, a forwarding carrier rather they would get those. All of that stuff that happens, again, will continue to work in ACE and perhaps little cleaner.

If our client Representative has assured us that our message is currently compliant with ACE, is there any other testing we need to perform

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At this time I would say no. If your client Representative has told you to your gold and you're golden. I would not worry about it.

Will they be a way to do post-audits?

Interesting. That must be a CBP question. I'll just say yes. I'm assuming this is an internal question. I will say yes and let it go. We will do training for the field and cover the reports and all of that. At a later time.

Are there any updates to export moods from the US? Is there a pilot program for airlines? So are there any updates - - I guess were talking about export manifest. We can still do export in bonds obviously with ACE. Either through QP of the transfer line.

There currently is no pilot program for the air export work. They are working on the family anticipated publication of the FRN at the end of March or the beginning of April. If they hold to that 30 days after that's posted depending on comments we could possibly start the pilot, again with that pilot, I will say this. Volunteer for the pilot if you are interested. If your selected, even if we anticipate it being a slow go, we will test with you. If we have to change our code with the complete coding for various message sets, we will do that. We will make sure this is not something we are looking to roll out in an incomplete status to have a manifest. This is something more along the lines of the [Indiscernible] pilot were we took our time developed it took feedback from you and me to the data was correct before you roll it out to the field.

Will CBP be able to ride all airway bills of ace effective of today?

No.

No.

The arrival of air bills is still in AMS. The field has to arrive, place a hold, release, post releases, in AMS today. Like they did yesterday and like they did before.

I want to emphasize we had talked early on that we hope to automate the arrival piece for the aircraft, for the first port of arrival. Based upon the Gentex system, we cannot do that right now because there is no common data element to link the two together. Unfortunately the aircraft arrived by tail number and we don't get the tail - - that the one thing we don't get in air manifest is the tail number. We can't automate that right now.

The one other thing I want to expand on that we did not touch is what we are doing out I of the dual processing for testing and certification for testing. We also have a list of parties in the field, that are going to go into the new ace system and actually tested. They will check the screens out make sure the data is showing correctly, same data, as we have in AMS. Make sure can function with the codes correctly in the new system, set a whole post release. They are doing that starting

this month also starting this month we will do a train the trainer. Ringing in about 80 subject matter experts are the field. These are officers that use a Air AMS primarily in the field to process air manifest. They are coming into the headquarters region in Washington, where we can have both the policy and the operational people and the technical people in those meetings so that we can train them on it, answer their questions, take any feedback back and make those changes, the more importantly those - - we will go back to the field and begin testing or training fellow officers on the new system. That will happen all through this month and April, and the idea is to have all of that training done on time. We did not want to start this in January and have three months lapse and then the person forgot what they got trained about were trying to do it to get the biggest bang for the buck.

I would say I don't anticipate many changes. We have had subject matter experts from the field through the entire build to get the input. We should be okay. Anyway, next question is the ace data available the a A4 your request similar to AMS?

The answer is yes. The FOIA just says I want this information, you don't have to ask which system. You could say I want X data it says that goes to the appropriate system and pulls it out.

This is asked in line with the manifest stuff this is not available for extract as the manifest in the ocean model is the

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Right it's just the FOIA request.

They call that a FOIA request to. We don't. We don't dearly extract air. Everyone has to be looked at at its merits. For any manifest data that's released for air.

Will the carrier C holds from other agencies that are currently not in AMS?

We are building the PGA hold peace. I would say yes. Exactly how that will be delivered on May 3 is slightly great. We might have to defer some of the capability post but I will say if we are placing a hold for an agency ask you will see it on your side as a hold for that agency X. It's not going to be - -

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You will see on May 3 you will see the same customs whole that he saw. We have included to holds in air manifest that are different. One is for Fish and Wildlife Service, and that was specifically for pilot, a demonstration of the ability of the PGA is to work in a system. Where I believe the code is 5G, and 7G so I'm sorry G5 said the hold G7 releases a whole. Or removes the hold. We are going to put that in for fish and wildlife with this deployment, the idea is not to do that nationwide. It's too limited at one port where there are seven fish and wildlife inspectors, have them work the system. If that is successful and they want to push it out, we would announce that we would push it up. There are two new codes in this ill for fish and wildlife.

One of the things we will be able to do and this was the mandate from CCS XD. Is that - - if the agency wants a hold, it might be a CBP hold the remarks will say who holds for to give that visibility. I think that will be operating on May 3. At least you will know who wants to look at

the cargo. It's not just a generic CBP enforcement hold but who really wants it. There will be contact information there.

We have not applied all the hold types for PJs that we have built in M1 for ocean around. - - And rail. That would be a subsequent enhancement to the error truck world to add those new hold types, and for the most part the new PGA window is talking about sending those codes on the entry on the manifest side. So the broker would know that there is a hold for Fish and Wildlife Service or whatever.

I'm going to give everyone a chance to get their pencil and paper out. I email Gary gary.schreffler@dhs.gov the reason I'm giving it to you as I would like some carriers who are willing to test and spend specific airway bill types help us test the system the caveat is you know your header is good and not your transmitting directed not through either [Indiscernible] if you're transmitting your own data, if you're willing to work with us to send us some test data, that we can look at like we may ask you to send specific scenarios, and if your able and willing to do that, please contact me and I will reach out to you so we can get together on that. He's putting it out there as well. There you have it.

Will you communicate these new hold - -

Absolutely. We will send them out through cams through the quiet - - client reps. Those would be changes to the implementation guide as well. We would post those changes as well. There will be wide communication on any changes like that.

Two things that we also left off with is - - the QXWX there are two changes with QXWX. One is an ABI header change, QPWP was built with a different header format than the rest of ABI and I'm sure for those who are not using QXWX or QPWP may not be as interested in this, but there is a change request to unify the header in the QPWP to the rest of the ABI transactions that. That is in the background. That was a request from the Torre through the client reps and we do have that in the backlog. We also I misspoke last week when I said the QPWP except the airport code or in bonds in the fields that we only accept the port code list or the special - - it's the port code. Scheduled K. We do have an hour background, we will put a story to enhance in the future that so we can expect - - except the airport codes for in bonds and then convert them over to the code that is appropriate. So I misspoke last week on the webinar anyone who is on it. And said that was applicable. We did talk about it, we just did not implemented in the change. We put it in the backlog from that question last week. One of the other things I wanted to say is I will talk to various leaders of the TSN representation for air. And the sea sac is tomorrow. About the best way to communicate going forward. I would like to set up either a series in April of calls or webinars to address any questions that come up to make sure everyone is online and ready and all your answers - - all your questions are answered. Prior to May 3. I would also like to set something up post makers so we get your feedback. How the systems performing, and any changes or issues with it. We had a weekly call on M1 with the select trade participants that represented. I don't know if a webinar would work best for that or a small trade call. But I will talk it over with the TSN representation, and this effect representation we will come up with a plan hopefully by the end of the month to address communications going forward in April and May.

Is very plan to migrate the EDI messages to XML only?

I will say yes there's a plan, that will be the ACE modernization project that takes place but that is after everything is moved off the mainframe. While there's a plan, it's not that's probably a couple of years off.

I will say this. After we do air manifest and make sure it's working correctly, and establish any corrections we have to make post May. We will be making to bring the truck manifest holy unto the MM platform as well. We anticipate that may take for the end of this fiscal year, so through the end of summer, to do that. Once we have that in place, we will have all four modes on a common platform. The direction that is to move it to the modernized ACE platform. Building simplified entry in exports. It would be either with that worker after the work we will be doing XML work.

I envision the trade as well to actually sit down and look at the current implementation guide, current requirements, and modernized not just the system, but modernize it for the term of regs, policy, do a holistic thing. That's been the commitment at least over to look at that as well. That's why I said it might take a couple of years if the trade has changes they want to make, and we have to take a little time and vice versa. We have changes that we want to make so there is a plan. Yes. Absolutely.

We do have a holding spot for any [Indiscernible] with the red changes. I know there in process I don't know what they save so I think am safe to talk at least generically about them in saying that when they are posted, if there is in fact to air manifest we have a holding place for them and we would do them in a timely manner. Post May 3 for a cast changes needed in air.

One change I would like to see made sooner than later so we could automate the whole arrival piece I alluded to earlier. Would be if we could betray the industry and CBP agreed to update the flight departure message to include a tail number of the aircraft that just took off. And then if that flight departure message became a mandatory element, then we could build the ability to automate the aircraft arrival and that would eliminate some of the chaos that happens for whatever reason that aircraft is not arrive at the first poor and they goes in bonds they tried to file entries are subsequent in bonds but it's not arrived at the first port. So that is a change of would like to make sooner than later. Certainly post May. But it's something that once everything has settles from the redeployment, I will reach out to the air industry and see what the fill is on that if there's enough interest to modernize and be able to mock - - the aircraft arrival piece. That's something I could consider going forward on. Right now we are filling dead airspace because there is no new questions. Which is good for me. That means we message do well I'm thinking.

We do have a hard stop at 3:00. I will just close was saying that if you have questions or concerns, obviously reach out to your client Representative is your first point of contact. Be happy - - am more than happy to receive questions from the trade and Gary obviously is since he posted his email address.

I'd rather ask the questions and suppress the rumors.

Feel free to ask the questions. We have no problem and if you don't get a timely response at least for me, no problem with sending it again. I don't yell. Sometimes I get overwhelmed and forget.

Same here. I probably get 100 emails a day easy. If I miss you please resend it.

At least that's all I have.

That's all I have.

One will training, to CBP officers?

The training for the field people will begin at the end of March, and go through April, and the actual port training will go on throughout April. With the train and trainers going back in the field. We also have trainers lined up for I want to say 10 ports to be on-site only go live on the third. We will actually have people in those ports I think the training people. So we are going to be out in the field doing it.

Will this webinar be posted on CBP.gov?

The after his yes. In fact in school because we are recording it. The next question can you explain the basic differences between QX - - QXWX and QPWP. Great job.

So the changes in the QP are really what type of formats are required for air so sometimes and I don't have the document in front me, but you will see the QP 20 is required for certain ones enough for others. Most of your changes are a difference in the required segments of the QP to submit to CBP when you are sending in the data. A full bill quantity of the bill applies in air. So if you're following in Airville in Bonn, with QPWP we accept the full bill quantity only you can't do a partial count in QPWP with their.

And to be even more basic with the knowledges QX used airway bill and aircraft the OR I for air to P uses this that code so you have to modify QP to accept that airway bill in the non-scat cold originator. For the bill that's the most basic - -

Some of the messages require slightly different we support some for air ocean and rail and not for air

You have to have QP to send a 1D if it's air MOT 40 not the one J for the other mode. Things like that. So the proper disposition codes. To the proper transit times.

Those changes have been posted to the website and for certification environment, hopefully if not today, soon, the client reps will be had the ability to create the end bond with the new tool. That issue will be resolved so parties that want to test following and in bonds will have that ability. Also the QP create an update is working but the WP for arrival and export is not for air. So you can't test every now we had some fixes out there. I don't know if all of them were in this deployment, but if the ones that were, we anticipate pushing out the changes to certain - -

connects with it. - - Next Wednesday. It would go. And then two weeks from then the ones in Sprint three would go. We anticipate having them all working three weeks from this Wednesday.

So to the trade. We are nonstop testing this code going through the code, our desire is that we go May 3 and it works perfectly. For the field hang tight a big longer. We are creating a very robust training curriculum for you guys in the field. I'm working with the training staff for that as well. Bear with us that will be coming up shortly and I guarantee you he will be trained. Did you see that currently there is a production environment issue with the simple bills at ACE cargo really centuries ?

That's not a production issue in AMS that's an issue with the air ACE code with SC and that's the address there will be done by the end of this month for sure. Or in three weeks. And then it should work without problem. There is no issue in production with SE filings and there should be none May 1. That's an issue and certification only.

I think were heading up that hard stop. Speaking for myself I appreciate the time. I look forward to any of you out there that would like to help us test the ACE code by sending us some special bills so we could meet specific scenarios. I would be grateful. For anyone that could help us your peer

That's it. Thank you.

Again. I'm really committed and we have a pretty good team out here that's testing it, looking at it, nonstop to make sure that we do not cause chaos and disruption to the air industry on May 3. I anticipate we will be successful. There you have it.

Thank you.

[Event Concluded]