

# CBP Automated Manifest Interface Requirements

Message Line Identifiers

November 2015



U.S. Customs and  
Border Protection



**IDENTIFIER DESCRIPTIONS**

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

**Cargo Control Location (CCL)**.... MLI-4  
 The first airport of arrival and the air carrier code or FIRMS code of the message originator.

**Air Waybill (AWB) (not FSQ/FSC messages)**..... MLI-5  
 The air waybill number and optional package tracking identifier (not FSQ/FSC messages).

**Air Waybill (AWB) (FSQ/FSC messages only)**..... MLI-7  
 The air waybill number and part arrival reference (FSQ/FSC messages only).

**Waybill (WBL)** .... MLI-9  
 The airport of origin, permit to proceed destination airport (when applicable), piece count, weight, cargo description, and permit to proceed arrival date (when applicable).

**Arrival (ARR)(not FSC/FSN/FSI/FRX/FXX messages)**.... MLI-10  
 The importing carrier code, flight number and arrival date. Part arrival indicator, boarded quantity and boarded weight when applicable.

**Arrival (ARR) (FSC/FSN/FSI/FRX/FXX messages only)**. .... MLI-12  
 The importing carrier code, flight number and arrival date. Part arrival indicator, boarded quantity and boarded weight when applicable.

**Hold/Release/Denied Entry Information (HLD)**... MLI-13  
 Indicator of whether FRH/FXH message is for hold or release or denied entry and comments explaining the reason for the action.

**CBP Entry Detail (CED)**.. MLI-14  
 The entry type and entry number for an express consignment house air waybill processed under the provisions of part 128 of the CBP regulations.

**Agent (AGT)** ..... MLI-15  
 Nomination done by the importing air AMS carrier to indicate an Air AMS participant electing to provide cargo information for house air waybills associated to the master air waybill.

**Shipper (SHP)**..... MLI-16  
 The shipper's name and address.

**Consignee (CNE)** . .... MLI-17  
 The consignee's name and address

**Transfer (TRN)**.... MLI-18  
 In-bond or local transfer information.

**CBP Shipment Description (CSD)** ..... MLI-21  
 The country of origin of the merchandise, the declared value including currency code and the harmonized

tariff classification.

**FDA Freight Indicator (FDA)** ..... MLI-22  
Indicates that freight for an air waybill or consolidation is subject to FDA requirements.

**Reason For Amendment (RFA)** ... MLI-23  
A code explaining the reason for the amendment to the original manifest information.

**Departure (DEP)** . MLI-24  
The carrier code, flight number, date of scheduled arrival, liftoff date and liftoff time.

**Airline Status Notification (ASN)**. MLI-26  
A code and other information from an Air AMS participant regarding the status of an air waybill.

**CBP Status Notification (CSN)** .... MLI-27  
A code and other information from CBP to an Air AMS participant regarding the status of an air waybill.

**Error (ERR)**..... MLI-28  
An error code and text message sent to an Air AMS participant.

**Freight Status Query (FSQ)** ..... MLI-29  
A query from an Air AMS participant regarding the status of an air waybill.

**Freight Status Condition (FSC)** ... MLI-30  
The Air AMS response code to a FSQ message.

**Text (TXT)** ..... MLI-31  
The text message in an Air AMS response to a FSQ message.

**Error Report Flight (ERF)** ..... MLI-33  
The carrier code, flight number and scheduled date of arrival sent in line 2 of the Freight Error Report (FER) message.

**Standard Message Identifier (SMI):** A code designating the type of Air AMS message.

<i>Standard Message Identifier</i>																																		
<b>Data Element</b>	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>																														
Component Identifier	3A	M	Valid Standard Message Identifiers are:  <table border="0"> <thead> <tr> <th><u>Code</u></th> <th><u>Description</u></th> </tr> </thead> <tbody> <tr> <td>FRI</td> <td>Freight Report Inbound</td> </tr> <tr> <td>FRC</td> <td>Freight Report Change</td> </tr> <tr> <td>FRX</td> <td>Freight Report Cancellation</td> </tr> <tr> <td>FXI</td> <td>Freight Express Inbound</td> </tr> <tr> <td>FXC</td> <td>Freight Express Change</td> </tr> <tr> <td>FRH</td> <td>Freight Report Hold/Release/ Denied Entry</td> </tr> <tr> <td>FXX</td> <td>Freight Express Cancellation</td> </tr> <tr> <td>FXH</td> <td>Freight Express Hold/Release/ Denied Entry</td> </tr> <tr> <td>FSN</td> <td>Freight Status Notification</td> </tr> <tr> <td>FSI</td> <td>Freight Status Information</td> </tr> <tr> <td>FDM</td> <td>Flight Departure Message</td> </tr> <tr> <td>FER</td> <td>Freight Error Report</td> </tr> <tr> <td>FSQ</td> <td>Freight Status Query</td> </tr> <tr> <td>FSC</td> <td>Freight Status Condition</td> </tr> </tbody> </table>	<u>Code</u>	<u>Description</u>	FRI	Freight Report Inbound	FRC	Freight Report Change	FRX	Freight Report Cancellation	FXI	Freight Express Inbound	FXC	Freight Express Change	FRH	Freight Report Hold/Release/ Denied Entry	FXX	Freight Express Cancellation	FXH	Freight Express Hold/Release/ Denied Entry	FSN	Freight Status Notification	FSI	Freight Status Information	FDM	Flight Departure Message	FER	Freight Error Report	FSQ	Freight Status Query	FSC	Freight Status Condition	
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FSC	Freight Status Condition																																	
Line Terminator	CRLF	M	Carriage return, line feed																															

**Cargo Control Location (CCL)**: The first airport of arrival and the air carrier code or FIRMS code of the message originator.

<i>Cargo Control Location</i>				
<b>Data Element</b>	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>
Airport of Arrival	3A	M	The IATA code of the first airport of arrival in the United States. Valid U.S. airport codes are located in Appendix A.	1
Cargo Terminal Operator	2-4AN	M	The IATA/ICAO air carrier code for an Air AMS carrier. The Facility Information Resource Management System (FIRMS) code for an Air AMS deconsolidator.	1
Line Terminator	CRLF	M	Carriage return, line feed	

**Note 1**

House shipment information provided by other than the incoming air carrier (without Cargo Control Location detail) and updated with Cargo Control Location detail provided by the incoming air carrier with the Master Air Waybill information will be returned to the other party via FSC message containing FSC/10 information. Subsequent amendment(s) (if any) to house shipment information must include Cargo Control Location detail as provided by the incoming air carrier, e.g., with the IATA/ICAO air carrier code as Cargo Terminal Operator.

**Air Waybill (AWB) (not FSQ/FSC):** The air waybill number and optional package tracking identifier. This format does not apply to FSQ and FSC messages.

<i>Air Waybill</i>				
Data Element	Length/Class	Status	Description	Note
Air Waybill Prefix	3AN	M	The standard air carrier prefix. The International Air Transport Association (IATA) may issue air waybill prefixes.	1,2
Separator	Hyphen	M	-	
AWB Serial Number	8N	M	An 8-digit number composed of a 7-digit serial number and the MOD-7 check-digit number.	2
Separator	Hyphen	C	-	3
Consolidation Identifier	1A	C	The consolidation identifier “M” is used to identify a master air waybill.	
HAWB Number	1/12AN	C	The alphanumeric house air waybill number.	4
Separator	Slant	C	/	5
Package Tracking Identifier	35AN	O	An optional alphanumeric field to identify a house air waybill.	5
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

IATA issues numeric prefixes (3N). Non-IATA prefixes in the following formats are valid:

AAA – (ICAO 3-letter code)

ANN – (CBP assigned 3-character carrier code referenced in the CBP ACS carrier record (mode of transport code 40 (air) established for an air carrier not qualifying for an International Civil Aviation Organization (ICAO) approved 3-letter airline designator).

**Note 2**

Air carriers unable to meet IATA requirements for a numeric IATA Prefix code may assign any 8-digit AWB serial number to a non-IATA AWB prefix (Note 1) to identify shipments arriving via air. A non-IATA prefix and AWB serial number may not be used as an In-Bond control number. Air carriers that have obtained a numeric IATA prefix may assigned any 8-digit AWB serial number to identify shipments of company material, international mail shipments (CBP Directive 3220-004, Manifesting of International Mail by Air Carriers), or post-entered shipments arriving via air (non-revenue shipments subject to CBP manifest regulations). Current CBP regulations require that an air waybill number must not be reused for a period of one year after issuance.

**Note 3**

To report either Consolidation Identifier or a HAWB Number.

**Note 4**

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

**Note 5**

The House-level Package Tracking Identifier transmitted to Air AMS is included in subsequent FSN messages sent from CBP.

**Air Waybill (AWB) (FSQ/FSC messages only):** The air waybill number and part arrival reference. This format applies to FSQ and FSC messages only.

<i>Air Waybill</i>				
Data Element	Length/Class	Status	Description	Note
Air Waybill Prefix	3AN	M	The standard air carrier prefix. The International Air Transport Association (IATA) may issue air waybill prefixes.	1
Separator	Hyphen	M	-	
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	Hyphen	C	-	3
HAWB Number	1/12AN	C	The alphanumeric house air waybill number	
Separator	Hyphen	C	-	
Part Arrival Reference	1A	C	The alpha code referring to a specific part arrival of a split shipment identified to an air waybill.	4
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

IATA issues numeric prefixes (3N). Non-IATA prefixes in the following formats are valid:

AAA – (ICAO 3-letter code)

ANN – (CBP assigned 3-character carrier code referenced in the CBP ACS carrier record (mode of transport code 40 (air) established for an air carrier not qualifying for an International Civil Aviation Organization (ICAO) approved 3-letter airline designator).

**Note 2**

Air carriers unable to meet IATA requirements for a numeric IATA prefix code may assign any 8-digit AWB serial number to a non-IATA AWB prefix (Note 1) to identify shipments arriving via air. A non-IATA prefix and AWB serial number may not be used as an In-Bond control number. Air carriers that have obtained a numeric IATA prefix may assign any 8-digit AWB serial number to identify shipments of company material, international mail shipments, (CBP Directive 3220-004, Manifesting of International Mail by Air Carrier), or post-entered shipments arriving via air (non-revenue shipments subject to CBP manifest regulations).

**Note 3**

To specify either Part Arrival Reference or HAWB Number.

**Note 4**

To specify a Part Arrival Reference of a shipment identified to the House air waybill level. An FSQ or FSC message reporting an 'M' in this field indicates a Part Arrival Reference (not a Consolidation Indicator).

**Waybill (WBL):** The airport of origin, permit to proceed destination airport, piece count, weight, cargo description, and date of arrival at permit to proceed airport.

<i>Waybill</i>				
Data Element	Length/Classes	Status	Description	Note
Component Identifier	3A	M	Must be WBL.	
Separator	Slant	M	/	
Airport of Origin	3A	M	The code of the foreign airport from which a shipment began its transportation by air to the U.S. Airport codes are available from the IATA Airline Coding Directory.	
Permit to Proceed Destination Airport	3A	C	The U.S. airport code of destination when an air waybill is transported by the air carrier under the provisions of a permit to proceed.	1
Separator	Slant	M	/	
Shipment Description Code	1A	M	Must be “T”.	
Number of Pieces	1-5N	M	Total number of pieces. If consolidation, report the cumulative house-level piece count.	
Separator	Slant	M	/	
Weight Code	1A	M	K (Kilos) or L (Pounds)	
Weight	1-7N	M	Total weight. If included, a decimal must be followed by a number.	
Separator	Slant	M	/	
Cargo Description	1-35AN	M	Description of the merchandise as listed on the air waybill document. 14 lines of description may be included. Each continuation line must begin with a slant (/) and be terminated by a CRLF. A slant (/) within the cargo description must be replaced by a space.	
Separator	Slant	C	/	
Date of Arrival at the Permit to Proceed Destination Airport	5AN	C	Date in NNAAA format where NN is the two character numerical day of the month and AAA is the first three alpha characters of the month. For example December 10 would be 10DEC.	1
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

The U.S. airport where cargo is first unladen from the importing flight, when other than airport of first arrival in U.S., when provided by the incoming air carrier only (19 CFR 122.48a(d)(1)(xiv).

**Arrival (ARR) (not FSC/FSN/FSI/FRX/FXX messages):** The importing carrier code, flight number and arrival date. Part arrival indicator, boarded quantity and boarded weight when applicable. This ARR format does not apply to FSC/FSN/FSI/FRX/FXX messages.

<i>Arrival</i>				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be ARR.	
Separator	Slant	M	/	
Importing Carrier	2-3AN	M	Air carrier code. Valid codes can be located in the IATA Coding Directory.	1
Flight Number	3N(N)(A)	M	Number assigned by the importing carrier. Format must be NNN, NNNA, NNNN or NNNNA.	
Separator	Slant	M	/	
Scheduled Arrival Date	5AN	M	Scheduled arrival 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	Hyphen	C	-	
Part Arrival Reference	1A	C	Alpha code assigned to one flight when the cargo covered by a single air waybill arrives on more than one aircraft and actual boarded piece count is less than total waybill piece count. Also known as a “split” indicator.	2
Separator	Slant	C	/	
Boarded Quantity Identifier	1A	C	A code of "B" to signify that the following count is the actual boarded quantity.	
Boarded Piece Count	1-5N	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.	
Separator	Slant	C	/	
Weight Code	1A	C	K (Kilos) or L (Pounds)	
Weight	1-7N	C	Weight of the boarded pieces.	
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

Do not use a 2-character code ending in a numeric value (example: A1) in any Air AMS message. Until the carrier is able to obtain its own ICAO-issued 3-character code or 2-character code ending in an alpha character, CBP assigns a 3-character air carrier code (format ‘ann’) required for validation of arriving flight detail.

**Note 2**

The part arrival reference character (example “A”) is assigned at the shipment level to the arriving flight detail (example “ARR/XXX123/14FEB-A/B1/K1”). If an air waybill record containing a part arrival reference character is cancelled, the same reference character should not be reassigned until the remaining alpha codes are exhausted. For example, if a part “A” is cancelled, the next available character should be used instead of “A.” The same part arrival reference character should be reused only to re-manifest the air waybill record referencing the same flight that was cancelled in error.

**Arrival (ARR) (FSC/FSN/FSI/FRX/FXX messages only):** The importing carrier code, flight number and arrival date. Part arrival indicator when applicable. (This ARR format applies only to FSC/FSN/FSI/FRX/FXX messages).

<i>Arrival</i>				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be ARR.	1
Separator	Slant	M	/	
Importing Carrier	2-3AN	M	Air carrier code. Valid codes can be located in the IATA Coding Directory.	2
Flight Number	1-5AN	M	Number assigned by the importing carrier. Format must be NNN, NNNA, NNNN or NNNNA.	2
Separator	Slant	M	/	
Scheduled Arrival Date	5AN	M	Scheduled arrival 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	Hyphen	C	-	1
Part Arrival Reference	1A	C	Alpha code assigned to one flight when the cargo covered by a single air waybill arrives on more than one aircraft. Also known as a “split” indicator.	1
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

An FSC message referencing FSC status code “O2” and “TXT/BILL IS SPLIT” does not include the line identifier ARR to report the part arrival flight data and the boarded piece count. Continuation lines will contain the Part Arrival Reference, arriving flight, and boarded piece count associated to each active AMS waybill record. Submit an FSQ message to AMS with a part arrival reference following the air waybill number to receive specific information related to the part arrival manifest record on file in AMS. The ARR line identifier is mandatory for FSN, FSI, FRX, FXX and other FSC messages.

**Note 2**

Air AMS messages identified by FSC, FSN and FSI (received from AMS) report the importing carrier code and flight number as formatted within the input message which established the active air waybill record.

**Hold/Release/Denied Entry Information (HLD):** Contains type of request and comments pertinent to request.

<b><i>Hold/Release/Denied Entry Information (HLD)</i></b>				
<b>Data Element</b>	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>
Component Identifier	3A	M	Must be HLD.	
Separator	Slant	M	/	
Type of Request	1N	M	Valid types of requests are:  Release = 1 Hold = 2 Denied Entry = 3	
Separator	1N	O	/	
Request Explanation	1-60AN	O	Optional field to explain the reason for the request.	
Line Terminator	CRLF	M	Carriage return, line feed.	

**CBP Entry Detail (CED):** The entry type and entry number for express consignment house air waybills processed under the provisions of part 128 of the CBP regulations. Used in message types FXI and FXC only.

<b>CBP Entry Detail</b>																				
<b>Data Element</b>	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>																
Component Identifier	3A	M	Must be CED.																	
Separator	Slant	M	/																	
Entry Type	2N	M	Valid entry types are listed below.  <table border="0"> <thead> <tr> <th><u>Code</u></th> <th><u>Description</u></th> </tr> </thead> <tbody> <tr> <td>11</td> <td>Informal (Dutiable commercial merchandise \$2,000 or less subject to restrictions as specified in the CBP regulations)</td> </tr> <tr> <td>86</td> <td>Sec-321(a) (Subject to the limits as specified in the CBP regulations)</td> </tr> <tr> <td>87</td> <td>Headnotes, Harmonized Tariff Schedule of the U.S. (Intangibles)</td> </tr> <tr> <td>91</td> <td>Gifts</td> </tr> <tr> <td>92</td> <td>Informal Entry of U.S. Goods Returned (Subject to the limits as specified in the CBP regulations.)</td> </tr> <tr> <td>93</td> <td>Gifts, U.S. Possessions</td> </tr> <tr> <td>94</td> <td>Personal Shipment</td> </tr> </tbody> </table>	<u>Code</u>	<u>Description</u>	11	Informal (Dutiable commercial merchandise \$2,000 or less subject to restrictions as specified in the CBP regulations)	86	Sec-321(a) (Subject to the limits as specified in the CBP regulations)	87	Headnotes, Harmonized Tariff Schedule of the U.S. (Intangibles)	91	Gifts	92	Informal Entry of U.S. Goods Returned (Subject to the limits as specified in the CBP regulations.)	93	Gifts, U.S. Possessions	94	Personal Shipment	1
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93	Gifts, U.S. Possessions																			
94	Personal Shipment																			
Separator	Slant	C	/	1																
Entry Number	11AN	C	The consolidated entry number. This element is required when the entry type is “11”, “86”, or “92” and must be omitted when cancelling previously transmitted CED data.	1																
Line Terminator	CRLF	M	Carriage return, line feed																	

**Note 1**

Use code “000” (numeric zero) to cancel previously transmitted CED information; the third numeric zero replaces Separator (slant) character.

**Agent (AGT):** Identifier of other party electing to submit additional air waybill information (example: consolidated shipments identified by a House air waybill associated to the Master air waybill). Nomination done by the importing air AMS carrier to indicate to CBP the Air AMS participant providing additional data for an air waybill. (FRI, FRC message only)

<i>Agent</i>				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be AGT.	1
Separator	Slant	M	/	
Air AMS Participant Code	2-7AN	M	An air carrier code (2-3AN), FIRMS code (ANNN) or ABI filer's Air AMS identifier (7AN).	2,3
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

Supported for Express Consignment message types FXI or FXC, simple (non-consolidated) and master (consolidated) air waybill level).

**Note 2**

This code identifies the Air AMS participant electing to supply additional data for an air waybill record. The incoming air carrier must transmit cargo information for all associated house air waybills unless the other party electronically transmits this information directly to CBP. Transmissions that include an unrecognized code will result in an error message.

**Note 3**

The Agent code specified at the Master air waybill level applies to the House air waybill level for House air waybills referencing the same arriving flight as the associated Master air waybill. An Agent code received with arrival detail including a Part Arrival Reference is not applied by AMS to other Part Arrival air waybill record(s) of the same air waybill number. Per Trade Act of 2002 – Final Rule, {...since the Air Automated Manifest System (Air AMS) requires a 7-character code to identify parties transmitting house air waybill level information, 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.

<i>Shipper</i>				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be SHP.	
Separator	Slant	M	/	
Name	1-35AN	M	Name of the shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
Street Address	1-35AN	O	Street address of the shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
City, County, Township	1-17AN	M	The city, county or township of the shipper.	
Separator	Slant	C	/	
State or Province	1-9AN	O	The state or province code of the shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	
Separator	Slant	M	/	
Country Code	2A	M	Use a valid International Standards Organization (ISO) country code. Country codes can be referenced from the ISO and may be found in Appendix A.	
Separator	Slant	C	/	
Postal Code	1-9AN	O	The postal code of shipper.	
Line Terminator	CRLF	M	Carriage return, line feed.	

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

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

**Transfer (TRN):** In-bond or local transfer detail information.

<i>Transfer</i>				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be TRN.	1
Separator	Slant	M	/	
Destination Airport	3A	M	The 3-character IATA U.S. airport code of destination or “000” (numeric zeroes) to cancel previously authorized transfer information.	2
Separator	Hyphen	C	- Data element is mandatory except when TRN is “000”.	
Domestic/ International Identifier	1A	C	Enter “I” (International) when the shipment is to be exported from the CBP territory at the U.S. destination airport. Enter “D” (Domestic) when the shipment is to remain at the U.S. destination airport pending further disposition. Enter “R” when this is a Foreign Cargo Remaining On Board (FROB) condition. Omit when canceling a previously accepted transfer via TRN/000 (numeric code “000”).	2
Separator	Slant	C	/	3
Bonded Carrier ID	11-12AN	C	Formats accepted: NN-NNNNNNNAA or NN-NNNNNNNNN (importer/IRS#); NNN-NN-NNNN (SSN); NNNNNN-NNNNN (CBP assigned). Hyphens required.	4
	Or			
Onward Carrier	2-3AN	C	The air carrier code of the bonded onward carrier.	4-5
Separator	Slant	C	/	3
Bonded Premises Identifier	2-4AN	C	When transferring freight to the terminal facility of another airline, the air carrier code may be used. When transferring freight to a bonded deconsolidator, a FIRMS code must be used.	5
	Or			
In-bond Control Number	9N	C	The 9-digit in-bond control number	6-7
Line Terminator	CRLF	M	Carriage return, line feed.	

### **Note 1**

A TRN line may be used to request authorization to transfer (Permit to Transfer) a shipment from the custody of the importing carrier at the port of arrival to another bonded carrier or the premises of a bonded deconsolidator. A TRN line may also be used to request authorization to export a shipment from the port of arrival (Immediate Export) or transport a shipment to another CBP port for further disposition (Immediate Transportation) or exportation (Transportation and Exportation.)

### **Note 2**

When the CBP Control airport of destination is the same as the airport of arrival as specified in the cargo control line or the permit to proceed destination airport as specified in the waybill line (for shipments travelling under the provisions of a permit to proceed) and this identifier is “D”, there is no in-bond authorization, however omission of the onward carrier code requires inclusion of a separator slant (in addition to the separator slant following the Domestic/International Identifier) (see Note 3) preceding the destination bonded premises identifier.

A TRN/000 must be sent to cancel an existing in-bond/destination shed transfer before a replacement will be accepted for the existing in-bond/destination shed transfer. TRN/000 cancels only the last TRN detail in / the event multiple transfers were processed referencing the same AWB number. In the event an additional in-bond transfer is requested by the incoming air carrier (or onward air carrier), the previous in-bond transfer must be reported as concluded via an FSN-ASN3 prior to the request. In the event a destination shed (deconsolidator/Container Freight Station) of a local transfer requests an in-bond transfer or another local transfer, the destination shed must send an FSN-ASN4 prior to the request.

### **Note 3**

This separator is required when reporting a bonded premises identifier even when an onward carrier is not specified.

### **Note 4**

Bonded Carrier ID is not required for within port (local) transfer. It is required for in-bond transfer if the onward carrier is not an air carrier. It must reference an active Custodial Bond in the Air AMS database. The originator of the In-bond transfer, by providing CBP Bond Identification to Air-AMS, acknowledges they have the authority to obligate the CBP bond reference by the CBP Bond Identification provided. When an onward carrier is an air carrier, there must be an active Custodial Bond in the Air AMS database referenced by the onward carrier code.

The onward carrier code is not required to transfer the shipment to the terminal facility of another airline or a deconsolidator at the port of unloading. An onward carrier code is required when a transfer to another airport is requested by an Air AMS participant other than the importing Air AMS carrier. The air cabotage law restricts the transportation of freight between points in the United States by foreign air carriers. If no onward carrier is specified for an in-bond movement, the importing

carrier will be recorded as the default onward carrier. In the event the onward air carrier (after reporting in-bond arrival via FSN-ASN3) will request authorization to transfer an in-bond shipment at the destination airport to another bonded premises (deconsolidator/CFS FIRMS code, such transfer detail must include the onward air carrier code and destination bonded premises identifier.

### **Note 5**

Destination Shed: In the case of an in-bond, the default destination shed is the premises of the importing Air AMS carrier or the onward carrier (if one is specified) at the destination airport. When referencing a FIRMS code as the bonded premises identifier (after receiving authorization to transfer the shipment in-bond via FSN status code 1D), the FIRMS code specified must be located within the limits of the CBP port that corresponds to the airport of destination in the TRN line. When an additional transfer to a new destination shed is requested, the previous destination shed must send an FSN-ASN4 before the request is made.

### **Note 6**

If a valid CBP 9-digit in-bond control number is not specified as the in-bond control number and the CBP Control Destination airport is other than the airport of arrival or permit to proceed destination airport (if applicable), the in-bond control record will default to the air waybill number ONLY when the AWB Prefix code is number and the AWB serial number check digit is valid and there is no prior in-bond record on file referencing the 11 digit AWB Prefix and Serial number as an in-bond control number. Non-scheduled and/or air carriers that utilize their 3-character air carrier code as AWB prefix code (because they do not qualify for an IATA-issued numeric AWB Prefix code) must provide a valid CBP 9-digit in-bond control number to receive authorization to transfer cargo to the in-bond carrier. When a 9-digit in-bond control number is included, it also must have a valid MOD-7 check digit as the final digit of the number and may not be re-used until ACE has archived the in-bond control record referencing that number. A 9-digit number is required for all in-bond requests for house air waybills.

### **Note 7**

There have been trade entities identified as high volume in-bond number users and in order to provide the range of in-bond numbers required for them the nine digit number check digit has been changed to add a plus one, two or three to the MOD-7 check digit. If not identified as one of these large volume in-bond number users utilize the format documented in Note 6.

**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.

<i>CBP Shipment Description</i>				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be CSD.	
Separator	Slant	M	/	
Origin of Goods	2A	O	The ISO country code corresponding to the country of origin of the merchandise.	
Separator	Slant	M	/	
Declared Value	1-12N	M	Monetary value of the shipment.	
Separator	Hyphen	M	-	
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	Slant	C	/	
Harmonized Commodity Code	10N	C	The classification of the merchandise according to the Harmonized Tariff Schedule of the United States (HTSUS).	1
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

This data element is required for an express house air waybill record when the entry type is “11” or “92” in the CED line. 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.

**FDA Freight Indicator (FDA)**: A code designating that this air waybill or consolidation is subject to FDA requirements.

<i>FDA Freight Indicator</i>				
<b>Data Element</b>	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>
Line Identifier	3A	M	Must be FDA.	1

**Note 1**

Must be used on all air waybills that are subject to FDA freight requirements. Must be used on all master air waybills that have one or more houses subject to FDA freight requirements.

**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 FRC, FRX, FXC or FXX, unless the message is being transmitted within 4 hours of flight arrival and the message is an FRC or FXC.

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

**Departure (DEP):** The carrier code, flight number, date of scheduled arrival, liftoff date, liftoff time and optionally the actual carrier code and flight number. This line is required only for an FDM message.

<i>Departure</i>				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be DEP.	1
Separator	Slant	M	/	
Importing Carrier	2-3AN	M	The carrier code of the airline that sent the DEP 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	Slant	M	/	
Date of Scheduled Arrival	5AN	M	Scheduled date of arrival at the first US airport in NNAAA format.	
Separator	Slant	M	/	
Liftoff Date	5AN	C	Actual departure date in NNAAA format at last foreign airport.	
Liftoff Time	4N	C	Actual departure time (GMT) in HHMM (hour, minute) format.	
Separator	Slant	C	/	
Actual Importing Carrier	2-3AN	M	The carrier code of the actual airline that is carrying the freight.	2
Actual Flight Number	3-5AN	M	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).	2
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

An Air AMS carrier is responsible for ensuring a flight departure message (FDM) containing a departure line (DEP) is not transmitted to AMS until: a) it has confirmed that the flight referenced in the DEP line has departed from the final foreign airport prior to its arrival in the United States 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 FDM message is transmitted to Air AMS. The Air AMS carrier is responsible for ensuring that flight departure message content is NOT automatically reporting a scheduled date and time of departure as indicated in a published table of scheduled flights destined to a U.S. airport.

The Air AMS carrier must use the Greenwich Mean Time (GMT) at the time of departure from the foreign airport to report the liftoff date and liftoff time. In the event the GMT date and time of Air AMS FDM processing precedes the GMT liftoff date and time received in the DEP line, the air carrier will receive a Freight Error Report (FER) message referencing air waybill number 000-YYYYMMDD-XXXNNNNA, where YYYY is the numeric current year, MMDD is the numeric schedule arrival month and day, XXX is the 3-alpha ICAO-approved airline code associated to flight identification with a 2-character IATA airline code ending in alpha character or CBP-assigned 3-character (ann) airline code and NNNNA is the normalized four-digit number and optional alpha character. Rejection of FDM will delay AMS transmission of ALL FSN referencing the FDM DEP flight identification (corresponding to the ARR flight identification received with air waybill manifest data) until a valid FDM is received or CBP staff updates the flight record with actual date and time of arrival.

**Note 2**

When the FDM is being sent by a code sharing carrier, the second instance of carrier and flight number refers to the actual carrier and flight number for the aircraft that is carrying the freight for the code sharing carrier.

**Airline Status Notification (ASN):** A code and other information from an Air AMS participant via FSN message to CBP regarding the status of an air waybill.

<i>Airline Status Notification</i>				
<b>Data Element</b>	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>
Component Identifier	3A	M	Must be ASN.	
Status Code	1N	M	Valid status codes are located in Appendix A.	1
Action Explanation	1-20AN	O	Optional field to explain the reason for the notification.	
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

As of publication date, only ASN codes 3, 4, 6 and 7 are supported by Air AMS FSN processing.

**CBP Status Notification (CSN):** A status code and other information from CBP via FSN or FSI message to an Air AMS participant regarding the status of an air waybill as related to a specific transaction.

<b>CBP Status Notification</b>				
<b>Data Element</b>	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>
Component Identifier	3A	M	Must be CSN.	
Separator	Slant	M	/	
Action Code	2AN	M	Valid action codes are located in Appendix A.	
Separator	Hyphen	M	-	
Number of Pieces	1-5N	M	The quantity associated with the above action code.	
Separator	Slant	M	/	
Transaction Date	5AN	M	Transaction date in NNAAA format, where NN is the two character numerical day of the month and AAA is the first three alpha characters of the month. For example December 10 is 10DEC.	
Transaction Time	4N	M	Time in HHMM format (hour, minute).	
Separator	Slant	C	/ Present if action code references a transaction including entry data or remarks.	
Entry Type	2AN	C	Valid entry type from Appendix A.	
Entry Number	1-15AN	C	Entry number supplied by the filer.	
Separator	Slant	O	/	
Remarks	1-20AN	O	An optional field to transmit additional remarks to the Air AMS participant. Remarks may be transmitted to the Air AMS participant for any Action Code whether or not preceded by an Entry Type and Entry Number.	
Line Terminator	CRLF	M	Carriage return, line feed.	

**Error (ERR):** An error code and text message sent to an Air AMS participant via a Freight Error Report message.

<i>Error</i>				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be ERR. The ERR line identifier will be repeated for each type of error that is reported. The number of error codes that will be reported is constrained by the maximum number of characters that can be supported in the output message, not to exceed the CRLF of the last complete ERR line.	
Separator	Slant	M	/	
Error Code	3N	M	Valid Error codes are located in Appendix A.	
Error Message Text	40AN	M	A brief message describing the error. Refer to the error codes in Appendix A for further information. A number of these text messages contain characters that are not supported by the IATA Cargo-IMP message system.	
Line Terminator	CRLF	M	Carriage return, line feed.	

**Freight Status Query (FSQ):** A code indicating the type of and/or specific information pertaining to an AMS air waybill record, sent via a Freight Status Query message from an Air AMS participant to CBP.

<i>Freight Status Query</i>				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be FSQ.	
Separator	Slant	M	/	
Status Request Code	2N	M	Valid FSQ codes are:  <b>Code Description</b>  <b>01</b> Request for routing information (necessary to determine if PTP airport is port of unloading). <b>02</b> Request for current record status. <b>03</b> Request for nominated agent (Originator only) <b>04</b> Request for retransmission of FSN messages. <b>05</b> Request for: (1) routing information (necessary to determine if PTP airport is port of unloading) (2) Current record status (3) Nominated agent (originator only) (4) Current Air Waybill information on file returned in FSC/10 message. <b>06</b> Request for house Air Waybill information for supplied master Air Waybill. An FSC/10 message will be returned for each house Air Waybill that is on file on the master Air Waybill	1
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

The nominated agent code, if any, is sent via FSC message code 09 only when the FSQ/03 option is received from the originator of the air waybill record.

**Freight Status Condition (FSC):** The Air AMS Freight Status Condition status answer code reported within the Freight Status Condition message from CBP, in response to the Freight Status Query option code sent within an FSQ message to CBP.

<i>Freight Status Conditions</i>																												
<b>Data Element</b>	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>																								
Component Identifier	3A	M	Must be FSC.																									
Separator	Slant	M	/																									
Status Answer Code	2N	M	Valid FSC codes are:  <table border="0"> <thead> <tr> <th><b>Code</b></th> <th><b>Description</b></th> </tr> </thead> <tbody> <tr> <td><b>00</b></td> <td>Record not on file - no input received.</td> </tr> <tr> <td><b>01</b></td> <td>Record not established - input rejected.</td> </tr> <tr> <td><b>02</b></td> <td>Bill is split - see list below.</td> </tr> <tr> <td><b>03</b></td> <td>Not authorized to receive information.</td> </tr> <tr> <td><b>04</b></td> <td>Bill incomplete - notifications not sent.</td> </tr> <tr> <td><b>05</b></td> <td>No notifications sent to requester.</td> </tr> <tr> <td><b>06</b></td> <td>Notifications resent.</td> </tr> <tr> <td><b>07</b></td> <td>Bill status information follows.</td> </tr> <tr> <td><b>08</b></td> <td>Routing information follows.</td> </tr> <tr> <td><b>09</b></td> <td>Nominated agent.</td> </tr> <tr> <td><b>10</b></td> <td>Current Air Waybill information on file follows.</td> </tr> </tbody> </table>	<b>Code</b>	<b>Description</b>	<b>00</b>	Record not on file - no input received.	<b>01</b>	Record not established - input rejected.	<b>02</b>	Bill is split - see list below.	<b>03</b>	Not authorized to receive information.	<b>04</b>	Bill incomplete - notifications not sent.	<b>05</b>	No notifications sent to requester.	<b>06</b>	Notifications resent.	<b>07</b>	Bill status information follows.	<b>08</b>	Routing information follows.	<b>09</b>	Nominated agent.	<b>10</b>	Current Air Waybill information on file follows.	
<b>Code</b>	<b>Description</b>																											
<b>00</b>	Record not on file - no input received.																											
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<b>08</b>	Routing information follows.																											
<b>09</b>	Nominated agent.																											
<b>10</b>	Current Air Waybill information on file follows.																											
Line Terminator	CRLF	M	Carriage return, line feed.																									

**Text (TXT):** The text information reported in an FSC message from Air AMS in response to a FSQ message option.

<i>Text</i>				
Data Element	Length/Class	Status	Description	Note
Component Identifier	3A	M	Must be TXT. The TXT line is only used for the FSC message.	1
Separator	Slant	M	/	
Information	60AN	M	Information relative to FSC code.	2
Line Terminator	CRLF	M	Carriage return, line feed.	

**Note 1**

This line is not sent following FSC codes 00, 01, 03, 05, 06, and 10. Presence of a second TXT/MASTER AWB confirms that shipments may be manifested referencing a house bill number.

**Note 2**

The information line may be repeated a total of ten times.

“BILL IS SPLIT” and Total piece count (following FSC code 02); FSQ bill number was sent without Part Arrival Reference; subsequent continuation line(s) report Part Arrival Reference, arrival flight data and boarded piece count on file in Air AMS. Missing message line identifier are reported following FSC/04. Following FSC code 07 the following conditions are returned (if applicable):

- NO ENTRY FILED
- ENTRY XXX-XXXXXXXXX FILED, EXAM COMPLETE
- ENTRY FOR LESS THAN WBL QTY
- MULTIPLE ENTRIES ON FILE
- ACTIVE CBP HOLD
- ACTIVE AGRICULTURE HOLD
- ACTIVE OTHER AGENCY HOLD

Following FSC code 08 these abbreviations will be used:

- ARR – (airport of first arrival in U.S.) - followed by a 3 alpha airport code.
- PTP – (Permit-to-Proceed destination, if applicable) - followed by a 3 alpha airport code.
- INB – (Transferred – in-bond between two U.S. post) - Followed by two 3 alpha airport codes. First code represents the in-bond origin port; the second represents the in-bond destination port. If followed by an – A, the segment has been arrived at the destination. If followed by an – E, it has been both arrived and exported.

FSC code 10 is generated in response to an FSQ/05 request. FSC code 10 is also generated when a house air waybill has been received from a carrier, a CBP ABI entry filer-forwarder or deconsolidator (per Trade Act of 2002, Final Rule re: 19 USC 122.48a (c)(1) Other filer, (i) – (iv) and an associated master air waybill exists. (If a master air waybill does not exist, the FSC code 10 is generated when the associated master air waybill is received.) In this latter case, the house air waybill information in the FSC code 10 message is sent to the originator of the house air waybill and the originator of the master air waybill. If the originator of the house air waybill is a carrier, the FSC code 10 message is sent to the nominated agent, if there is one, in addition to the originator of the house air waybill.

Following FSC code 10 the following information is reported via the respective message line format(s): the example shown is for illustrative purposes only and does not represent all possible message lines. Note: The second TRN is indicative of a subsequent amendment message sent to request local transfer authorization after arrival of the in-bond shipment at the CBP Control Destination airport.

WBL/KHHSFO/T50/K680.0/SHOES/24OCT  
/SOCKS  
ARR/ZZ0100/24OCT-A/B10/K30.0  
TRN/ORD-D//970000006  
TRN/ORD-D//J999

**Error Report Flight (ERF):** The carrier code, flight number and scheduled date of arrival sent by Air AMS in line 2 of the Freight Error Report (FER) message.

<b>Error Report Flight (ERF)</b>				
<b>Data Element</b>	<b>Length/Class</b>	<b>Status</b>	<b>Description</b>	<b>Note</b>
Importing Carrier	2-3AN	C	Air carrier code. Valid codes can be located in the IATA Coding Directory	1
Flight Number	3N(N)(A)	C	Number assigned by importing carrier. Format must be NNN, NNNA, NNNN or NNNNA.	1
Separator	Slant	M	/	
Date	5AN	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, e.g., DEC equal December.	2
Line Terminator	CRLF	M	Carriage return, line feed	

**Note 1**

See Message Type; Freight Error Report (FER) and Message Line Identifier ERR (Error Code).

First error code “000”: data as received (Message Line Identifier ARR or DEP) in a message found to contain one or more errors (Message Line Identifier ERR).

First error (code) other than “000”, “198”, “999”: data from active manifest record on file (as received).

First error (code) “198”: data as received in entry data submitted by an entry filer in advance of manifest data referenced by shipment identification.

**Note 2**

See Message Type; Freight Error Report (FER) and Message Line Identifier ERR (Error Code).

First Error (code) ‘000’: data as received (if recognized), otherwise, the date of rejected message processing [when implemented] or, until implemented, 5 asterisks (\*\*\*\*\*).

First Error (code) ‘197’ or ‘198’: estimated date of arrival within CBP port of entry as received in entry data submitted by an entry filer in advance of manifest data referenced by shipment identification.

First Error (code) ‘999’: the date of processing an FSQ message received with errors.