

Event ID: 2601125

Event Started: 4/29/2015 2:49:38 PM ET

Please stand by for realtime captions.

Good day everyone. Thank you for joining the webinar for the printed. We will begin shortly. We're just getting the screens ready.

Alright. My name is Bill Delansky. I'm the product owner for exports and their manifests. I am here at his business office. The original intent of this webinar was to prepare us for this weekend cutover to ACE from AMS. There has been a change of scenarios with that. The original plan was to transition to ACE -- air AMS from ACE to this weekend, June 6. We are still going forward with the deadline which basically means we are going to finish applying and set up the system to be -- to beat the system record. This weekend. But we will not activate it on Sunday as we originally planned. The trade has requested an additional five weeks of test time. And that has been approved by senior management so we will be running dual processing for the next five weeks. We will go out until June 7. That is a change in the way we originally planned but it is based on the feedback from the trade that they need additional time for testing into make sure that, the up and notification messages are performing as expected. Also there are some changes that certain carriers needed to do for systems and we want to make sure we allowed enough time for them to get those fixes in. So if you go to the first screen that is up there right now basically what you see is messaging around us continuing to be a first. We are continuing to go forward as if it is this weekend.

We are going to push our CODA, do the enactment and everything but we will not turn on the outbound notification messages and system record. So that we can allow for discontinued. What is coming to the trade?

That does not mean anything for any of the air carriers on this call. There's no need to request to remain in AMS. There's no need to request to remain in ACE or be placed in ACE. As of Sunday everyone will continue to be processed in AMS as a system record. Our response is back to the trade will be generated from AMS like it is today.

ACE will be running in the background and performing the same function without sending notifications. The impact for ABI filers who file currently QX/WX air inbounds would mean that they would not to transition this weekend 2Q PW for air. They would maintain using QX/WX going forward for the five weeks. So the transition for QX/WX would move from this weekend to the seventh. 7 June we expect to receive QX/WX, not expected to receive QX/WX but received QP/WP transactions for air in bounds. Also the ABI filers who query air inbounds currently using the eye and query we need to transition to seek you with the move into ACE. That also will be effective as of the date of June 7 effective as of the date of June 7, 2015.

As you know we deployed our code on January 3 for dual processing of ACS and AMS with the air manifest. We have been running since January 11 with the systems in dual processing.

Mid-March we deployed -- or made available the function codes inserts for testing and we have also completed the train the trainer. We have also done reports , the officers in the port reviewing this screen in ACE to verify the meat the needs of the field.

We have currently trained over 500 officers in the field. So we are well on our way and on schedule for this weekend, making sure everyone is up to date.

They will currently be operating in their AMS to generate responses but they have all been trained in ace. We will continue this dual processing through June 7 and on June 7 we will transition over to ACE and ACE will be the system record as of that date.

So , the transition time that we were going to talk about on this call was for this weekend we're still transitioning this weekend so there will be CSM messages to the trade on impacts were down time for AMS. The ACE downtime should remain the same . I normally scheduled outage window. Sometime this weekend on Saturday, anticipated at 6 PM Eastern standard Time we will take the system down to realign the two systems. We have not pushed data to the new system since January due to a number of reasons. The systems are in sync now. Over the timeframe. We want to erase all of the information in ACE and reload all of the AMS information so we are In Sync going forward as of this weekend. The downtime to air AMS will take roughly an hour to 90 minutes. Once that is complete another CSM message will go out announcing the CSM AMS is ready to be uploaded again.

We will also hold all incoming messages during that period in the queue. And replay them once we come out of the window. So, if that is 7 PM or 7:30 you will start seeing messages back to you at the end of the downtime regardless of whether you have seen the CSM message or not yet.

We will then take ACE down at 11 PM for the normal outage window and we will load it up and bring it into sync with AMS to move forward.

The one thing I do want to say on the past screen was that it will show the June 6 and June 7 date, on that weekend we will take AMS down and make sure we are in thanks to after five weeks of running in parallel again, resolve any issues. One we come out the window on the June 7 date ace will be sending the responses. We will continue to run both systems in parallel but ACE will be responding in a system record answering all trade input messages. Also, all of the officers in the field will be operating within side ACE at that point. We we expect QX/WX to go way. QP/WP to take its place and the CQ ABI query to start off at that point.

We do have support. We have a multiple plan for our support for that week that we transition to ACE as a system record.

If it is during normal business hours we ask that you contact first your client Representative . Outside your normal business our you would reach out to the helpdesk either by a phone call or by the email address for the helpdesk. Do not wait on anything other than that but as soon as possible if you want to open up a help ticket for any problems you see that week we go live.

For internal we are going to be supporting I believe it was seven ports in the field with on-site ABO supports during that go live week. They will be out at the ports monitoring it. I believe so sports or JFK, Atlanta, Chicago, LAX -- I am going to forget one. San Francisco, Miami. I think that was all of that.

We will also be at the large express facilities with OF-306 words and as much ABO supports as we can give. We will also be monitoring the war room staff from that Sunday to that Thursday. That will be staffed 24/7 with field experts that we will bring in from the various ports around the country with both express and general air knowledge. They will be there to answer the field questions in a timely manner. They will also be staffing from our FO downtown, headquarters personnel, or any operational or policy calls related to what needs to be done if there is any issues in ACE at that time.

Also on hand will be a client Representative 20 for seven to answer any or all trade impact questions that come in during those hours.

The helpdesk will be able to refer any of the tickets for any of the calls that are coming in to that 24/7 war room.

We will also have members of the technical team co-located with that team either directly or on call so they can be immediately contacted with any issues we discover during that week.

We have been tracking the search fixes or problems that we have found on the system. Everywhere that you see -- all of the code is in certification and production. We are doing a search deployment tonight -- diploma tonight at 6 PM Eastern standard Time. You'll see a CSM message going down from us at that time. And a CSM message going out once it is back up. As you see there are 31 or 32 issues here. The ones that say in CERT have already been resolved. Once it is [Indiscernible] post may our anticipated, after this Sprint -- those will be worked next week after we do our deployment this weekend.

Then there's going to be once the same increment nine Sprint six. Those are being done this Sprint but are not scheduled to be's pushed to CERT this Wednesday.

The ones in red to be included in the next CERT deployment are the ones we're going to deploy tonight. To fix an FSC 10 error we are seeing. The rest, those increment nine Sprint six ones will be done as soon as possible before next Wednesday and will be moved to certification for testing by the trade as soon as they are completed. There are two ongoing issues being investigated which you see at the last two that we have. They could be specific to that user or they may end up being additional fixes we develop.

There are also other issues from certification testing that we are tracking. We have no issues related to the QX's WX or they QP/WP air and bound code and the CQ code that I'm aware of. If there are issues with that we need to know that. So the messaging has been that the trade is not required to complete the certification testing in air. We will work with existing IDs. That is true and that is the intent of the coding.

But one thing we would like to encourage everyone on the call to do is come in and test the system. You should already, if you are a carrier or a party that currently submits to air your CERT profiles should be updated in this system. You should be able to send their bills into the system and manifest into the system and get responses back. You can coordinate with your client Representative to begin that testing were start it on your own without client Representative input if your profile is correctly set up. Any issues or actions should be reported to through your client Representative to us. You are always welcome to send me any issues. What we have seen so far in certification testing, as you can see, we found some issues. A lot of issues revolve around a reply messages back to the carriers. Back to the parties.

That is why it is a good thing to come in and certify, especially if you have a unique scenario that may be other carriers or other locations do not experience with timing of the messages, how they come in and who is expected to receive the notification. To make sure we did not miss anything.

Make sure we don't have anything wrong with our code.

The ones you see here, all of the ones we believe are needed before go left will have been done before this weekend and input into production certification. The ones you see post we believe are minor issues that can be corrected after this weekend but we want to make sure we capture everything that is needed over this month of testing. It is important that you come in and test and make sure everything works.

We have also seen issues where the trade unbeknownst to them, they thought they were in compliance with the IG's or their code somehow handled something that was in a gray area meaning the way we formatted the message or the way we populated a number is causing an issue with their system that did not happen in MS whether in validation for the response messages back.

Some of those carriers have had to do code changes to align with that. validation for the response messages back.

Some of those carriers have had to do code changes to align with that. Your testing of the code would ensure that you have a strong sense that you are good to go. And any issues do not need to be raised to CVP ahead of that go live. We don't negatively impact your business model after this.

The one other thing I would say is we are monitoring the system input, the dual run and we have been aggressively reaching out to treat people where we see issues with their IG messages. We continually run metrics on them. We continually reach out to filers who are violating in some way one of the change documents, the changes that we have noted on our website.

So, you can take heart if you have not been contacted but that does not mean that you had no errors. It is a large number of volume we are dealing with and we are attacking the largest violators first. We have seen a number dramatically fall, well over 90% since we began. It is not at zero. It is important that you are encouraged to test with us going forward during this timeframe.

One other thing I wanted to say about the IGs posted online, the IGs should be correct. We have made two changes to the IGs that I am aware of over the last year and have. One was to better explain in appendix G the header that we are expecting. We did not change the content of that information, only clarified what the IG was trying to say. There were a lot of questions when we were converting people over to the header record to match that. We made those changes to better clarify what was needed on the trade part to come into compliance.

We also, as reported by the trade, had some issues with examples in our appendix B. That appendix B had examples that were in conflict with the written part of the IGs. We have removed those that examples from that appendix B and have posted an update to that appendix B on the website. Since I posted it there was one example that we missed. That is being updated as we speak and we will be reposted to the website.

Also, all of the changes with validations, clarifications of messages and what is needed as far as go live date from the trade are also posted on CBP.gov. You can access them if you want to see any of the change that we have that we think will impact the trade. In any way shape or form whether operationally, system functionality or any other way. There is one other reason why it's important to test, timing. We want to make sure the timing of the messages coming in our time a going back with your code everything is working good and that there is not some timing issue where you are sending messages back and forth that error out because we have not processed the first message yet. We want to make sure the timing of everyone is working. Anyway, we will take questions now.

We have a request to see slide 5. Slide 5 shows the transition timeline that we will be moving from May to June. June 6 through June 7. This was the only way we could give the trade the additional time requested for the official test time and additional time to make sure all of our code is correct on both sides.

Up on aircraft arrival we will express clearance release still occur or will it be required manual posting by local CBP officers?

So we have made a change to express. As long as the bill is on file at time of aircraft arrival, as long as you have got that Bill on your manifest at time of arrival when the CD line comes in with the release information it will automatically post to the trade systematically. It will check to make sure we don't have an interest in that. Automated targeting will be done on it. If it passes those validations or edits and is able to be released the release will automatically post to the bill. And a message will get transmitted to the express carrier announcing that release. There will be no need to take those to CVP to have them manually posted by an officer. If a bill is added after arrival of the flight we will require you to bring those requests to CVP to manually post. We will accept the bill being on file after arrival but they will all require manual processing at the time. The goal there is to get everyone to have their bills on file before a flight arrival.

In the other questions we have are unique to the person sending them so we will send individual replies to them. If there are any other questions or concerns you can certainly send them to us or send them through your client Representative to us or ask ACE and we will research those

questions. And get you an answer. If you see any issues, any problems, any concerns we will, please report those. Through your client Representative or through us and we will start tracking those. We are going to incorporate the list that you see in this presentation of all known issues and try to get one so we have not identified as needing a code fix but that we are investigating also in that list. One of the things that we should say also is that the Ace cargo release also known as simplified entry, the SC transaction currently was unable to test with air manifests. Changes were made to the infrastructure to allow FTEs to test with air manifests. If you have a broker or you yourself are following SEs in relationship to the manifest transaction you can now processing clear those bills and it should work. ASEs should apply and post to certification air manifests and we should be good to go. If that is a problem let us know.

I think that is all. Any other questions that came in?

We will post this presentation on the website. So it will be there. We will send out a link. If you heard that, [Indiscernible]. You will see the latest webinars that we have posted. This will be among them. So you can have the slides and you can also have access to anything else that was a result of this webinar. Thank you for joining us. The one take away is that this Sunday, non-impactful for the trade thing that the system record will be maintained as air EMS, June 7 becomes the date that the transition will now take place and that was in order to allow additional testing time for the trade. Thank you very much. If you have any questions please let us know.

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