



| CargoSoft Special Newsletter Implementation of ACAS requirements Airfreight USA

Dear Mr. Bieniek,

Welcome to CargoSoft's special airfreight newsletter on the implementation of the Air Cargo Advance Screening (ACAS) requirements of US Customs.

Due to numerous inquiries and information from several of our customers as well as our current information via CHAMP, we have compiled a brief overview of the current status at CargoSoft for you.

Your CargoSoft Team

Current status

Main-Information

- ▶ According to current information from CHAMP, IATA has submitted a DRAFT proposal to the United States Customs and Border Protection (US CBP) regarding the implementation of the FWB/FHL interface.
- ▶ The IATA DRAFT has not yet been confirmed by the US CBP.
- ▶ As soon as we have a clear specification, CargoSoft will take care of the implementation of the interface. However, due to the lack of specifications, we are not yet able to provide a time frame.
- ▶ Please contact your airlines now regarding their implementation plans and take a look at our documentation (see links below) on how parts of the data can already be transmitted today (e.g. those relevant for China).

ACAS Implementation Guide & FAQs

A **current version** of the **ACAS Implementation Guide** (IG) is published on the US CBP website [CBP.gov](https://www.cbp.gov), which you can download directly here.

Furthermore, the US CBP provides a preliminary **FAQ document** as a guide, which you can download [here](#). This guide is intended to assist in understanding US CBP's expectations regarding the new Enhanced ACAS Security Filing (please note that US CBP's responses to the FAQs are for informational purposes only. They are subject to change or update at any time and are not legally binding).

For possible new versions of the **ACAS IG**, please check the US CBP download area [here](#).

What is ACAS

ACAS

ACAS is designed to provide US CBP with data on the parties and goods involved in air cargo before it is loaded onto an aircraft at a foreign airport.

With information on inbound air cargo shipments further down the supply chain, US CBP can better identify high-risk shipments to the United States.

The data is requested via the FWB (AWB) / FHL (House AWB) messages. However, the current data structure does not currently allow for this in full.

[CHAMP](#) is already in contact with IATA, which is responsible for standardization.

The data cannot currently be transmitted in full and the airlines do not receive it at all. However, some of the data can be transmitted using the existing options, such as those implemented for China.

In order to be ACAS-compliant, the new ACAS regulations require airlines that transport cargo to the USA (both at destination and in transit) to transmit the 7+1 data elements to the US CBP.

Following data elements are needed:

- Air waybill number
- Shipper's name and address
- Consignee's name and address
- Description of the cargo
- Quantity
- Weight

As well as following data fields:

- Shipper telephone number
- Shipper email address
- Shipper account name
- Shipper account issuer
- Shipper account number
- Shipper account type
- Shipper account establishment date
- Shipper account billing type
- Consignee telephone number
- Consignee email address
- Verified known cosignor

Further description can be found in the [ACAS FAQs](#) [here](#).

A [Link to the CargoSoft documentation for further data exchange](#) e.g. with China, can be found [here](#), as well as a [link](#) reg. our [documentation for general customs-data-exchange](#) for AWB-data-exchange can be found [here](#).

CargoSoft does **not** currently offer an interface for **self-filers** from the TMS to the US authorities.

Questions or offer

Do you have further questions on this topic or would you like a quote?

Click the support button and create a request!

Support-Button

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