PRE-LOAD AIR CARGO TARGETING (PACT) TECHNICAL IMPLEMENTATION GUIDE

Transport Canada / Transports Canada

Canada

Contents

Change History

Date	Version	Section(s)	Description/Reason
Jan 26, 2024	1		Initial release
April 10, 2024	1.1	2.2.5.1 PACT Data Elements	Note on departure time
		2.3.1 PACT Testing Environment	Clarifications on testing
		3.3.1 XFNM Message Responses	Update to INVALID_HOUSE_BILL_NBR definition.
		3.4.1 Preliminary Error Report (PER) Messages	Update to INVALID_HOUSE_BILL_NBR definition and CAMIR PER error messages
		New section 6 Commodity Description	Examples of acceptable and unacceptable commodity descriptions to avoid insufficient data errors
May 6, 2024	1.2	2.3.1.1 Testing Data Submission	Updated section to provide parameters on testing submitted data
June 27, 2024	1.3	2.2.5.1 PACT Data Elements	Note: freight forwarders must update the house waybill with the master reference once known
		New section 2.2.5.1.1 Business and Implementation Rules	Outlines business and implementation rules for the PACT data elements
		2.2.5.3 Responsible Party	Change to Responsible Party header where not applicable
		New section 2.3.1.2 Testing Risk Mitigation (RFI, RFS and DNL) Procedures Automatically for	Instructions for testing risk mitigation messages automatically (for two-way messaging)

		Two-way Implementations	
		3.3.1 XFNM Message Responses	New error message codes for invalid routing, invalid timing, and missing consolidation indicator
		3.3.2 XCSN Status Notification Messages	New XCSN Example for a PACT Assessment Complete message
		3.3.2 XCSN Status Notification Messages	New XCSN Example for an RFI received from a house waybill
		3.4.1 Preliminary Error Report (PER) Messages	New error message codes for invalid routing, invalid timing, and missing consolidation indicator
		6 Unacceptable Characters and Descriptions	Addition of manually generated error messages
		New section 6.3 Insufficient/Poor Data Quality	Manually generated error responses
		New section 7 Email Templates	Email templates for RFI/RFS/DNL and Insufficient/Poor Data Quality
October 17, 2024	1.4	2.2.5.1.1 Business and Implementation Rules	Definitions for mail and diplomatic bags Specified address fields and MAWB number format Non-mandatory data fields accepted
		2.2.5.4 FFM Response Types	Clarified that FFM messages will receive Response Messages
		new section 2.2.5.5 Submission Updates, Duplicates, Cancellations	Explanation of PACT system operations when updated or duplicate messages are sent
		2.3.2.1 PACT Support During Outages	Renamed section and added guidance on continuity of operations in case of system outage

		3.3.1 XFNM Message Responses	Added FFM reference in examples under BAD_WBL_FORMAT Added "Figure 5" Response Message to FFM (Acknowledgement)
		3.4.1 Preliminary Error Report (PER) Messages	Added FFM reference in PER examples under BAD_WBL_FORMAT
		3.4.2 Preliminary Status Notification (PSN) Messages	Added FFM reference in PSN examples under SR
		3.5.2 C-IMP Message Submission Example	Added "Figure 15" Response Message to FFM (Acknowledgement)
		7. Email Templates	Added email example for unplanned PACT system outage (*Section 7.5*)
February 14, 2025	1.5	1.6 Effective Date	Changed from "upon publication" to April 1, 2025
		2.2.5.1.1 Flight Manifest (FFM)	Added section heading
		2.2.5.2 Header Data Required for Transmission	Changed instructions for responsible party to "only as directed by a member of the PACT team" Added instructions for air carriers without an IATA code.
		2.2.5.3 Responsible Party	Changed instructions for responsible party to "only as directed by a member of the PACT team"
		2.3 PACT Test and Production Environments	Added expectation to be in production before April 1, 2025
		2.3.2 PACT Production Environment	Added expectation to be in production before April 1, 2025
		3.3.1-3.3.2 3.4.1 3.5.1-3.5.2	Added sub headers for each example

1 Overview

The Pre-load Air Cargo Targeting (PACT) Program aims to identify and apply mitigation measures to inbound high-risk air cargo shipments that could contain concealed improvised explosive devices prior to loading and departure to Canada. This is achieved through the risk assessment of advanced cargo information with the assistance of emerging technologies.

Starting in Fall 2024, air carriers transporting cargo to Canada from international destinations will be required to submit data to PACT and, in some cases, apply risk mitigation measures to specific shipments as per the *Canadian Aviation Security Regulations, 2012*.

1.1 Background

Transport Canada has been collaborating with aviation industry professionals to create a solution that integrates easily with existing business processes. These volunteers have worked extensively with Transport Canada to make submitting data to PACT as seamless as possible.

For more information on PACT, see https://tc.canada.ca/en/programs/pre-load-air-cargo-targeting-pact.

1.2 Scope

The *Canadian Aviation Security Regulations, 2012* apply to air carriers who transport cargo on a flight departing from a place outside Canada to an aerodrome located in Canada. This includes cargo on passenger, charter, courier/express, and cargo-only flights, as well as flights that transit or transfer in Canada (including Freight Remaining on Board (FROB)).

The regulations, and therefore the PACT Program, do **NOT** apply to the following:

Mail

- Diplomatic or consular bags
- Passengers' checked baggage
- Passengers' carry-on baggage

Air cargo transported on an outbound flight, departing Canada

- Air cargo on domestic flights within Canada

Cargo that arrives in Canada via another mode of transportation, such as by road, sea, or rail (including where the last leg of a flight is transported via truck to Canada).

1.3 Target Audience

This guide is intended for the implementation team or technician who is configuring an air carrier's data connection to the PACT system. This guide also includes data submitter and submission requirements, estimated regulatory effective dates, and two-way messaging setup.

1.4   Required and Eligible Participants

1.4.1   Required Participants (Air Carriers)

Air carriers who transport cargo on a flight from a place outside Canada to an aerodrome located in Canada are required to submit the mandatory cargo information to PACT. See 1.2 Scope.

1.4.2   Eligible Participants (Other Data Submitters)

Companies that are engaged by air carriers for IT services may participate in the PACT Program by submitting and receiving cargo data on the air carrier's behalf. This includes third-party service providers, such as data aggregators and general sales/handling agents (GSAs/GHAs).

Freight forwarders or air carriers who create waybills or operate flights that precede the last point of departure for Canada (e.g., codeshare arrangements) may also participate in PACT voluntarily **at the request of an air carrier**.

Air carriers must identify their service providers upon registration to authorize the partner's connection to the PACT system.

> **Note**: While air carriers may delegate the exchange of information to a service provider, the air carriers are ultimately liable for compliance with the *Canadian Aviation Security Regulations, 2012*.

1.5   Mandatory Points of Contact

Transport Canada requires the following points of contact to register an air carrier with PACT and begin the onboarding process. See section 2.2.1 Registration for more details.

1. **Primary Cargo Security Contact**: A representative of the company who is responsible for compliance with Transport Canada rules and regulations.

Name:

Title:

Phone #:

Email:

2. **24/7 Contact**: A contact who is available 24/7 that can respond urgently to Requests for Information (RFI), Requests for Screening (RFS) and Do Not Load (DNL) notices. This contact must have access to additional shipment information and be able to initiate screening procedures in response to a potential threat to air cargo. This contact can be a shared inbox so long as it is monitored 24/7.

Name:

Title:

Phone #:

Email:

3. **Technical Contact**: A contact that can initiate system connectivity between the air carrier and Transport Canada and provide technical support for the data exchange, including responding to system outages.

Name:

Company (if different than the air carrier):

Title:

Phone #:

Email:

1.6 Effective Date

The amendments to the *Canadian Aviation Security Regulations, 2012 (Air Cargo)* will come into force on April 1, 2025. Air carriers will be expected to submit the required data elements to the PACT system and be ready to respond to Transport Canada requests (RFIs, RFSs, DNLs) or they can be subject to administrative monetary penalties (AMPs).

Beginning in Fall 2023, Transport Canada started onboarding select air carriers and aims to increase the volume gradually leading up to the effective date of the regulations. The objective is to ensure any technical and operational modifications can be tested and implemented well in advance of the effective date.

2 Connecting to the PACT System

The PACT system uses a web Application Programming Interface (API) to send and receive messages from participants in either Cargo-XML or C-IMP/CAMIR formats. More information can be found in section 3.1 Message Formats and section 3.2 Supported Versions for PACT Messages.

This section provides an overview of the technical onboarding process and provides the details necessary to set up, connect, and test data submissions to PACT.

2.1   PACT Targeting Process Flow

The PACT Targeting Process Flow illustrates the expected information flow of the production system.

Participants should familiarize themselves with what notifications they can expect via the PACT system versus email. In the case where a risk mitigation action is required, the PACT system is capable of two-way messaging to ensure RFIs, RFSs and DNLs are communicated in near-real time. See section 2.2.3 Two-Way Messaging for more details.

2.2   PACT Onboarding

Before submitting data to PACT, air carriers must contact Transport Canada for a one-time registration and setup, which includes identifying contacts and providing authorizations for any third-party that will be submitting data to PACT on behalf of or in addition to the air carrier, if applicable.

After the registration is complete, the PACT team will contact the air carrier or their participant with the following connection information:

A token for authentication

- The endpoint URL for the PACT test environment

Connection instructions, including the required header information

2.2.1   Registration

To begin the registration process, contact Transport Canada at pact-information-cfapc@tc.gc.ca and identify the contacts listed in section 1.2.2.3 Mandatory Points of Contacts. A PACT representative will reply within 2 business days to obtain additional information and complete the registration.

> **Note**: It is recommended that air carriers complete this process as soon as possible so they have enough time to successfully test their data submissions before mandatory compliance is required in April 2025.

2.2.2   Initial Setup and Connection

Once registered, a PACT representative will email the Technical Contact to provide them with the necessary connection information. This includes a token for authentication, the endpoint URL, and information on how to set up connections to receive messages from the PACT web API.

After successfully connecting to the PACT system, a standard synchronous message is sent immediately from the PACT system indicating that the data submission has been received, but not yet risk assessed. These messages indicate any parsing or format errors and may also indicate if a mandatory data element was detected to be missing. See sections 3.3.1 XFNM Message Responses and 3.4.1 Preliminary Error Report (PER) Messages for a list of errors in C-XML and CAMIR, and section 6 Unacceptable Characters and Commodity Descriptions.

These synchronous acknowledgement and error messages are distinct from the asynchronous two-way messages that can be enabled for "assessment complete" notifications and risk mitigation actions. See section 2.2.3 Two-Way Messaging.

2.2.3   Two-Way Messaging

Two-way messaging is available through the web API so that participants receive "assessment complete" and risk mitigation status updates asynchronously through their software solution. If a mitigation action is required, the status update is followed by an email.

> **Note:** If participants are unable to establish two-way messaging, synchronous acknowledgement messages will still be returned as a response to the API calls. All mitigation responses after the initial acknowledgement would then be sent to contacts via email only. See section 7 Email Templates.

To connect to a participant's API, Transport Canada requires the following information:

API connection details (PACT can connect to multiple endpoints).

Preferred message format (Cargo-XML or C-IMP) and version (See section 3.2 Supported Versions for PACT Messages).

> **Note**: Different formats can be selected for submission and receipt.

Any additional requirements for connection, if required.

After confirming connection information, the PACT team will send implementation teams the required information for receiving messages from PACT asynchronously. Asynchronous messaging requires that webhooks are set up to be received from the PACT server.

2.2.4   Webhook Setup

Two-way messaging requires integrated software solutions to be set up to receive a webhook connection from the PACT server using the following elements:

Element	Definition	Example
URL	The air carrier's endpoint, to which PACT will send messages.	https://myaircarrier.com/api/myendpoint
Secret	A string set by the air carrier that will be attached to each response message in the header "X-PACT-SECRET" as a way for the air carrier to validate the message came from the PACT system.	E6HuaaHIB6knkFyaTuUc934SRz37czVJG DM7rBtvKN5AhfWcCP9LRVF0LWx9c17L vWADfhXXbFa2iwSSKP8cuDyOnX9NDG6 4l5icklhXgw3fzQ6IT0suzZSZFrzPfrzfTcSbj h3gwlP7FEFF4uJdMrkjLxFDejKUV9kjYNR 0DOQjWujD7l0K9AW1n R314SuCeEoOyIfV..........
ResponseType	HTTP verb that denotes the action for transmitted data such as creating or updating.	POST, PUT
Headers	A list of key value pairs added to requests/responses that provide additional information.	"X-MYAIRLINE-REQUIRED-HEADER": "Custom provided header" For text-based messages (FWB, FHL): "Content-Type": "text/plain" For xml-based messages (XFMB, XFZB): "Content-Type": "application/xml"

2.2.5 Submission Requirements and Responses

Participants should submit the required data to PACT as early as possible before loading to allow for the risk assessment process to be completed. Refer to PACT Targeting Process Flow.

Participants will receive a series of messages from the PACT system that will communicate the status of each dataset's assessment, including error identification, confirmation of receipts, "assessment complete" notifications, requests for risk mitigation actions and action resolution notifications. All system notifications are transmitted in near-real time when two-way messaging is enabled.

2.2.5.1   PACT Data Elements

PACT requires 7 data elements and an air waybill number (+1) in order to complete its risk assessment of all inbound air cargo. These "7+1" data elements are internationally recognized as Pre-Loading Advance Cargo Information (PLACI), and they have been found useful for risk assessment because they can be obtained early in the cargo shipment lifecycle and taken together, can reveal trends that establish thresholds for low-risk cargo.

Air carriers are required to submit the following mandatory data (7+1) to PACT for risk assessment as early as possible before loading and must provide any updates up to the departure of the flight (marked by the flight departure information). Any data received after departure will not be assessed.

- Air waybill number (includes house bill number if applicable)
- Original shipper name
- Original shipper address
- Consignee name
- Consignee address
- Cargo description (a description of each piece of cargo)
- Total number of pieces (piece count)
- Total weight of the cargo

The PACT system can also accept additional data elements if the mandatory elements are present.

Note: Consolidation messages do not typically satisfy these requirements as they may lack the original shipper names and addresses and a piece-level description of the cargo. While the system will accept "consol" or "consolidation" for the cargo description, this would not be considered compliant with the regulations, in which case all associated house waybills would be required.

Note: A data submitter may submit a house waybill before the master air waybill number (MAWB) is known and leave the MAWB number blank (e.g., in the case where a freight forwarder is submitting house-level data for the air carrier). Once the master air waybill number is known, the house waybill must be resubmitted by the freight forwarder with the master air waybill number included before departure. Air carriers remain liable for compliance with the regulatory requirements with respect to all data submissions (including those submitted at the house level by other data submitters).

2.2.5.1.1   Flight Manifest (FFM)

In addition to the 7+1 pre-load data elements, PACT also requires the following flight information as soon as feasible after the flight's departure from its LPD before arrival in Canada:

- The date of the flight;

- The flight number;

- The destination aerodrome;

- The departure time; and

- A list of the air waybill numbers for the flight.

Note: The FFM message satisfies these requirements. PACT will accept the submission time of the FFM message as equivalent to the departure time.

2.2.5.1.2   Business and Implementation Rules

The following rules specify data formats and provide general guidance when submitting the required data elements to PACT using either Cargo-XML or C-IMP:

- Time is assumed to be in Coordinated Universal Time (UTC);

- Address: For the shipper and consignee addresses, the PACT system requires, **at a minimum**, data for the <Address Line 1> and <Country> fields. If the postal/zip code is unavailable, the node must be included but left blank (i.e., <PostcodeCode></PostcodeCode>);

- Master air waybill numbers should be a maximum of 13 characters and should align with the format defined in IATA Resolution 600a and Recommended Practice 1675:

  o serial number which contains a 3-digit IATA-issued airline code number, followed by a hyphen, followed by an 8-digit serial number including the check digit placed at the extreme right position;

- Consolidated shipments are recognized by the following indicators in the master air waybill:
- For Cargo-XML XFWB messages, use document code 741 for consolidations and 740 for direct shipments;

  o For C-IMP FWB messages, use NC for the goods description field for consolidations and NG for direct shipments;

- The Harmonized System (HS) Code is **not** required for the commodity description. Data submitters are not required to remove HS codes from the air waybill prior to its submission;

- The piece count is the total number of pieces of cargo in a shipment. A single piece of cargo is the smallest external packing unit in that shipment. Individual items packaged in such a way that they cannot be divided without first undoing the packing represent one piece;

- Weight is measured in kilograms;

- With the exception of mail and diplomatic bags, data that is submitted in fields other than those mandated by PACT does not need to be removed during submission. For example, data fields such as Sender or Recipient Qualifier are not required by PACT but will not result in an error message from the PACT system;

- Mail (**not** in scope for PACT) is any indivisible mailable matter (message, information, funds or goods), transmitted by designated postal operators, from the time it is posted to the time it is delivered;

Diplomatic bag (**not** in scope for PACT): in keeping with the international standard set out in Article 27 of the Vienna Convention on Diplomatic Relations, packages constituting a diplomatic bag must bear visible external marks of their character and may contain only diplomatic documents or articles intended for official use.

2.2.5.2   Header Data Required for Transmission

The header data required for each transmitted message must include: the token and the air carrier's IATA airline code. The responsible party identifier (maximum 50 characters) should only be applied as directed by a member of the PACT team.

An example of a valid header is:

Ocp-Apim-Subscription-Key: abcd

Iata-Airline-Code: 014

Responsible-Party: PACTPW8 (if applicable)

- Accept: text/plain

- Content-Type: text/plain

- Content-Length: 767

- User-Agent: PACTAI/1.0

The following table provides required and optional header data for PACT requests, and instructions for how to complete each field.

Table 2: Header Data for PACT Requests

Header Data	Description
Ocp-Apim-Subscription-Key	Contains the token given to you by a PACT representative at registration.
Iata-Airline-Code	The three-digit IATA code for the air carrier that is submitting the data. Reference: https://www.iata.org/en/about/members/airline-list/ or https://www.iata.org/en/publications/store/airline-coding-directory/

Header Data	Description
	Note: if you do not have a three-digit IATA code, please email the PACT inbox (PACT-Information-CFAPC@tc.gc.ca) to determine acceptable alternatives.
Responsible-Party *<if applicable>*	A seven-digit code that identifies the party responsible for receiving and responding to risk mitigation notifications, depending on the data submitter. See Responsible Party for more details.
Accept	Reference: https://www.rfc-editor.org/rfc/rfc9110.html#name-accept application/xml for Cargo-XML or text/plain for C-IMP
Content-Type	Reference: https://www.rfc-editor.org/rfc/rfc9110.html#name-content-type application/xml for Cargo-XML or text/plain for C-IMP
Content-Length	Reference: https://www.rfc-editor.org/rfc/rfc9110.html#name-content-length Size of request
User-Agent	Reference: https://www.rfc-editor.org/rfc/rfc9110.html#name-user-agent Contains a reference to the product/comment describing what application the request is being sent from

2.2.5.3   Responsible Party

The Responsible Party header value is a 7-digit code that is used to identify a third party that is responsible for responding to all risk mitigation notifications initiated by PACT and that is not the air carrier or the data submitter. The responsible party identifier should only be applied as directed by the PACT team.

The Responsible Party code should be 7 digits and include the following data:

- The first four letters are always PACT

- A single letter to denote the PACT environment:

A "**P"** to indicate the production environment

An "**A**" for the testing environment

The IATA two-character air carrier designator (or agreed upon two-character code to designate organizations outside of IATA, such as GSAs)

For example: **PACTPW8**

Note: A PACT representative will specify which environment the token is intended for when it is provided, so the technician can enter the correct letter (P or A).

2.2.5.4   Response Types

Using the PACT Targeting Process Flow as reference, this section details the various response codes the PACT system will transmit.

Once a message is received by the PACT system, an initial data validation is performed to identify errors in the "7+1" data elements, if applicable. Errors could reflect a poorly formatted https request, authentication errors, server problems or improperly formatted submission data. Error codes can be found in the XFNM Message Responses, Preliminary Error Report (PER) Messages, and HTTP Response Codes sections.

When a message is received without errors, a "received" notification is sent as a reply to indicate that the "7+1" data elements were successfully received by Transport Canada.

After submitting the mandatory data for evaluation, PACT conducts a risk assessment for each air waybill. If the air waybill data does not contain any risk indicators, PACT transmits a code which communicates the status of "assessment complete" to the participant.

In the case where the shipment data contains risk indicators, PACT could transmit codes to reflect an RFI, RFS or DNL. Implementation teams must ensure test scenarios include measures to handle codes in the chosen format type:

For C-XML, that includes RI, RS and CD codes. See XCSN Status Notification Messages.

For CAMIR/C-IMP, that includes 7H, 7I, 7J, 8H, 8I, 8J, 6H, 6J, and 6I codes. See Preliminary Status Notification (PSN) Messages.

Note: All messages from PACT include a Conversation Identifier (CXML body) and/or Correlation Identifier (CXML/CIMP http headers) for reference.

Note: FFM acknowledgement or error response messages will follow the same format as those for air waybill submissions. Examples can be found in the XFNM Message Responses and Preliminary Status Notification (PSN) MessagesPreliminary Error Report (PER) Messages sections.

2.2.5.5   Submission Updates, Duplicates, and Cancellations

Participants must provide updates to submitted house (FHL) and/or master (FWB) waybill information, up to the departure of the flight.

When a data submitter submits an updated or duplicate FHL or FWB, the PACT system will compare that submission with the last message that was sent, as applicable, and identify it as new or updated (which includes duplicates). Participants will receive a confirmation of receipt for every update that is submitted. The latest submission will be treated as the most up-to-date source of information. If the update does not change PACT's risk assessment, participants will again receive the assessment

complete message. Where a HAWB has been linked to a MAWB, any updates to the HAWB must include the associated MAWB number. FHL or FWB cancellations are not supported.

The PACT system can accept duplicate, updated and split FFMs, and will consider the timing of the first FFM as the departure time for the flight. Updates may serve to submit missing information but will not remove information that was previously submitted. FFM cancellations are not supported.

2.3   PACT Test and Production Environments

Transport Canada offers two PACT system environments for submitting data: a test environment and a production environment.

The test environment allows participants to test their data submissions and to receive responses from PACT in a simulated space that will not affect their actual operations.

The production environment provides the greatest stability and performance and will be made available to participants once they have successfully completed testing in the test environment. Providing real data in the production environment provides PACT an opportunity to familiarize itself with the air carrier's data and identify any compliance issues well in advance of the effective date.

All participants are expected to be fully operational in the production environment ahead of April 1, 2025.

2.3.1   PACT Testing Environment

Before submitting data to the PACT production environment, participants are required to test their connectivity and message formatting in the PACT test environment. After registering, participants are given a token for authentication, the endpoint URL, and information on how to set up connections to receive messages from the PACT test environment.

When a satisfactory amount of message types, volume, and errors have been tested, participants will then be invited to submit all Canada-bound live data to the production environment.

2.3.1.1   Testing Data Submission

Testing in the test environment should start with 1-2 batches of 20-100 data submissions using as close to "real-world" data as possible. These batches will be used to test the PACT participant's ability to transmit waybill data to PACT and receive synchronous acknowledgement messages or errors in response. The data submissions will be vetted by a PACT representative who will examine the data for the following elements:

Provide completed 7+1 to receive acknowledgement message:

- Air waybill number
- Name and address of each original shipper
- Name and address of each consignee
- Description of each piece of cargo

- Number of pieces

- Total weight of the cargo

Provide the following flight manifest (FFM) information (after the flight's departure):

- Date and departure time of the flight

- Flight number

- Destination aerodrome

- List of the air waybill numbers for the flight

Provide at least one of each of the following test messages:

- Master air waybill (FWB)

- House waybill (FHL)

- Flight manifest (XFFM/FFM)

- Waybill with missing weight to test error message

  Waybill with a commodity description from [Unacceptable Commodity Descriptions](#) to test error message

  Flight manifest with missing flight number to test error message

The participant will be notified by PACT if there were any issues that need to be resolved or if additional test data is required.

2.3.1.2 Testing Risk Mitigation (RFI, RFS and DNL) Procedures Automatically for Two-way Implementations

When using a two-way implementation to PACT, data submitters can test risk mitigation responses automatically without requiring a PACT representative to schedule a testing period. This test would require data submitters to submit either one or both a MAWB and HAWB with the following test codes in the Commodity Description section to the PACT test environment.

- CLEAR SHIPMENT PLEASE

RFI SHIPMENT PLEASE

- CLEAR SHIPMENT PLEASE

- RFS SHIPMENT PLEASE

- CLEAR SHIPMENT PLEASE

- DNL SHIPMENT PLEASE

- CLEAR SHIPMENT PLEASE

Note: The above test codes do not work in the PACT production environment.

It is recommended to run CLEAR SHIPMENT PLEASE after each risk mitigation test code. Although the command is the same, the response messages are different depending on the type of risk mitigation test code that is being cleared.

Command	Purpose	C-IMP Response	Cargo-XML Response (excerpt)
CLEAR SHIPMENT PLEASE	Test response from PACT to indicate that PACT has finished assessing the shipment	PSN 000-12344321 CSN/SF/12JUN1421/PACT---TESTING---ASSESSMENT COMPLETE---TESTING--	BusinessHeaderDocument> <StatusCode>CO</StatusCode> <ActionTypeCode>000</ActionTypeCode <ActionTypeName>IMP</ActionTypeName> <Information>PACT --TESTING---ASSESSMENT COMPLETE---TESTING---</Information> <IssueDateTime>2024-0614 T20:50:11</IssueDateTime> </BusinessHeaderDocument>
RFI SHIPMENT PLEASE	Test RFI submission and response	PSN 000-12344321 CSN/7H/12JUN1421/PACT---TESTING---REQUEST FOR INFORMATION HOLD---TESTING--	BusinessHeaderDocument> <StatusCode>RI</StatusCode> <ActionTypeCode>000</ActionTypeCode <ActionTypeName>IMP</ActionTypeName> <Information>PACT ---TESTING--- REQUEST FOR INFORMATION HOLD ---TESTING---</Information> <IssueDateTime>2024-0614 T20:50:11</IssueDateTime> </BusinessHeaderDocument>
CLEAR SHIPMENT PLEASE	Clear the test RFI hold status and return targeting status to normal	PSN 000-12344321 CSN/7I/12JUN1421/PACT---TESTING---REQUEST FOR INFORMATION HOLD REMOVED---TESTING— PSN 000-12344321 CSN/SF/12JUN1421/PACT---TESTING---ASSESSMENT COMPLETE---TESTING--	BusinessHeaderDocument> <StatusCode>CO</StatusCode> <ActionTypeCode>000</ActionTypeCode <ActionTypeName>IMP</ActionTypeName> <Information>PACT ---TESTING--- REQUEST FOR INFORMATION HOLD REMOVED---TESTING ---</Information> <IssueDateTime>2024-0614 T20:50:11</IssueDateTime> </BusinessHeaderDocument>
RFS SHIPMENT PLEASE	Test RFS submission and response	PSN 000-12344321 CSN/8H/12JUN1421/PACT---TESTING---REQUEST FOR SCREENING HOLD---TESTING--	BusinessHeaderDocument> <StatusCode>RS</StatusCode> <ActionTypeCode>000</ActionTypeCode <ActionTypeName>IMP</ActionTypeName> <Information>PACT ---TESTING--- REQUEST FOR SCREENING HOLD ---TESTING---</Information> <IssueDateTime>2024-0614 T20:50:11</IssueDateTime> </BusinessHeaderDocument>

Command	Purpose	C-IMP Response	Cargo-XML Response (excerpt)
CLEAR SHIPMENT PLEASE	Clear the test RFS hold status and return targeting status to normal	PSN 000-12344321 CSN/8I/12JUN1421/PACT ---TESTING---REQUEST FOR SCREENING HOLD REMOVED---TESTING-- PSN 000-12344321 CSN/SF/12JUN1421/PACT ---TESTING---ASSESSMENT COMPLETE---TESTING--	BusinessHeaderDocument> <StatusCode>CO</StatusCode> <ActionTypeCode>000</ActionTypeCode <ActionTypeName>IMP</ActionTypeName> <Information>PACT ---TESTING--- REQUEST FOR SCREENING HOLD REMOVED---TESTING --- </Information> <IssueDateTime>2024-0614 T20:50:11</IssueDateTime> </BusinessHeaderDocument>
DNL SHIPMENT PLEASE	Test DNL submission and response	PSN 000-12344321 CSN/6H/12JUN1421/PACT ---TESTING---DO NOT LOAD HOLD---TESTING--	BusinessHeaderDocument> <StatusCode>CD</StatusCode> <ActionTypeCode>000</ActionTypeCode <ActionTypeName>IMP</ActionTypeName> <Information>PACT ---TESTING--- DO NOT LOAD HOLD ---TESTING---</Information> <IssueDateTime>2024-0614 T20:50:11</IssueDateTime> </BusinessHeaderDocument>
CLEAR SHIPMENT PLEASE	Clear the test DNL hold status and return targeting status to normal	PSN 000-12344321 CSN/6I/12JUN1421/PACT ---TESTING---DO NOT LOAD HOLD REMOVED--- TESTING— PSN 000-12344321 CSN/SF/12JUN1421/PACT ---TESTING---ASSESSMENT COMPLETE---TESTING--	BusinessHeaderDocument> <StatusCode>CO</StatusCode> <ActionTypeCode>000</ActionTypeCode <ActionTypeName>IMP</ActionTypeName> <Information>PACT ---TESTING--- DO NOT LOAD HOLD REMOVED ---TESTING ---</Information> <IssueDateTime>2024-0614 T20:50:11</IssueDateTime> </BusinessHeaderDocument>

Test Codes in FWB Messages

In an FWB message, test codes are added in the commodity description line.

```
FWB/16
000-12345623BERYVR/T2K35MC0.12
FLT/TK2171/06/TK0035/08
RTG/ISTTK/YULTK
SHP
/VCE OUTO. JANS GILMACHT
/7 MAGISTRATSWEG.SPANDAU
/BERLIN
/DE/13591
CNE
/ST ELCOTT LTD
/1326 WINSTON STREET VANCOUVER
/BRITISH COLUMBIA/BC
/CA/V6E1N9
AGT/0KASSIE/1237164/0077/CAT
/EKOL LOJISTIK ANONIM SIRKETI
/ANK
CVD/USD/PP/PP/NVD/NCV/XXX
RTD/1/P2/
48/CQ/W35/R4.8/T230.4
/NG/RFI SHIPMENT PLEASE
```

Figure 1: Adding test codes to FWB messages

Test Codes in XFWB Messages

In a XFWB message, enter the test code between the first <ram:identification></ram:identification> tags within the first <IncludedMasterConsignmentitem> tags. Delete any remaining <ram:IncludedMasterConsignmentItem> tags before submitting. If the XFWB message has multiple <ram:identification></ram:identification> tags, no response will be sent.

```
<ram:IncludedMasterConsignmentItem>
    <ram:SequenceNumeric>4</ram:SequenceNumeric>
    <ram:GrossWeightMeasure unitCode="KGM">1000.0</ram:GrossWeightMeasure>
    <ram:PieceQuantity>1</ram:PieceQuantity>
    <ram:Information>NDA</ram:Information>
    <ram:NatureIdentificationTransportCargo>
        <ram:Identification>RFI SHIPMENT PLEASE</ram:Identification>
    </ram:NatureIdentificationTransportCargo>
    <ram:ApplicableFreightRateServiceCharge>
        <ram:CategoryCode>U</ram:CategoryCode>
        <ram:ChargeableWeightMeasure>1000.0</ram:ChargeableWeightMeasure>
        <ram:AppliedRate>1.65</ram:AppliedRate>
        <ram:AppliedAmount currencyID="CHF">1650.0</ram:AppliedAmount>
    </ram:ApplicableFreightRateServiceCharge>
    <ram:ApplicableUnitLoadDeviceRateClass/>
</ram:IncludedMasterConsignmentItem>
<ram:IncludedMasterConsignmentItem>
    <ram:SequenceNumeric>5</ram:SequenceNumeric>
    <ram:GrossVolumeMeasure unitCode="MTQ">4.0</ram:GrossVolumeMeasure>
    <ram:ApplicableUnitLoadDeviceRateClass/>
</ram:IncludedMasterConsignmentItem>
<ram:IncludedMasterConsignmentItem>                    Delete
    <ram:SequenceNumeric>6</ram:SequenceNumeric>
    <ram:AssociatedUnitLoadTransportEquipment>
        <ram:ID>23456</ram:ID>
        <ram:CharacteristicCode>AKE</ram:CharacteristicCode>
        <ram:OperatingParty>
            <ram:PrimaryID>LX</ram:PrimaryID>
        </ram:OperatingParty>
    </ram:AssociatedUnitLoadTransportEquipment>
    <ram:ApplicableUnitLoadDeviceRateClass/>
</ram:IncludedMasterConsignmentItem>
<ram:IncludedMasterConsignmentItem>
    <ram:SequenceNumeric>7</ram:SequenceNumeric>
    <ram:GrossWeightMeasure unitCode="KGM">1000.0</ram:GrossWeightMeasure>
    <ram:PieceQuantity>1</ram:PieceQuantity>
    <ram:Information>NDA</ram:Information>
    <ram:NatureIdentificationTransportCargo>
        <ram:Identification>SPARE PARTS</ram:Identification>
    </ram:NatureIdentificationTransportCargo>
    <ram:ApplicableFreightRateServiceCharge>
        <ram:CategoryCode>U</ram:CategoryCode>
        <ram:ChargeableWeightMeasure>1000.0</ram:ChargeableWeightMeasure>
        <ram:AppliedRate>1.65</ram:AppliedRate>
        <ram:AppliedAmount currencyID="CHF">1650.0</ram:AppliedAmount>
    </ram:ApplicableFreightRateServiceCharge>
    <ram:ApplicableUnitLoadDeviceRateClass/>
</ram:IncludedMasterConsignmentItem>
```

Figure 2: Adding test codes to XFWB messages

2.3.1.3 Live Testing of Risk Mitigation (RFI, RFS and DNL) Procedures

After testing data submission successfully, the participant is required to complete a test of their risk mitigation procedures. In addition to the data exchange, this test is meant to simulate the various procedures that would be enacted on both sides should a risk be identified with a shipment. This requires the availability of a PACT representative and the participant's technical and 24/7 contacts (and likely the Primary Cargo Security Contact in the case of an RFS or DNL) so it will be scheduled ahead of time.

The PACT test environment will send the participant an RFI code referencing a particular shipment and the PACT representative will follow with a test email to the 24/7 contact using the RFI template. The participant's 24/7 contact must respond to the email with additional information about the shipment, after which the PACT team will respond by email and then submit an "RFI resolved" code.

The same process will be simulated with an RFS and DNL. In all cases, it is recommended that the participant return real information in the actual templates that are used, as applicable. For example, an RFI may request a Consignment Security Declaration (CSD) and/or a packing list; whereas an RFS will request a screening record with specific information as stipulated in the regulations. More guidance will be provided during the scheduling of the test.

After a successful test of risk mitigation procedures, the participant will be approved to move to the PACT production system. During this period, PACT representatives will work with participants to resolve any technical issues that may arise in the transition to the production environment.

   Note: The PACT test environment does not have 24-hour support.

2.3.2   PACT Production Environment

After sufficient testing in the PACT test environment and approval from a PACT representative from Transport Canada, participants would move to the PACT production environment. All participants are expected to be fully operational in the production environment ahead of April 1, 2025.

2.3.2.1   PACT Support During Outages

Transport Canada has implemented and supports the critical fail-safe systems inherent in a production environment that keeps PACT running 24/7. In the case that PACT experiences an unscheduled outage, Transport Canada will notify participants by email when an outage is confirmed and when it has been resolved. An email template of the expected outage notification from Transport Canada is shown in Section 7.

If participants experience issues with the PACT system such that they are unable to submit the data or do not receive the acknowledgement message as expected, participants are asked to implement an exponential retry policy over a 15-minute window. If participants' submission attempts remain unsuccessful after 15 minutes and no outage notification has been sent by Transport Canada, participants are asked to email the PACT inbox (PACT-Information-CFAPC@tc.gc.ca) to notify Transport Canada of the issue.

Transport Canada Information Technology (IT) Support will be available during business hours by way of the PACT Information inbox; however, Transport Canada operates a 24/7 Operations Centre that will be available via email after hours once the regulations come into force.

Until the coming into force of the regulations:

Air carriers can continue to transport cargo during an outage and will not be required to queue or send the data via an alternative method such as email. Once air carriers are notified that the outage is resolved, they must resume regular operations and submit data via the PACT system.

Once the regulations are in force:

After confirming the outage, Transport Canada will notify air carriers by email as follows:

A. Outage impacting data submission and/or confirmation of receipt ("acknowledgement"):

If the outage is expected to last more than 30 minutes (from the time air carriers are notified of the outage), Transport Canada will issue a Security Notice on the Transport Canada Secure Communication Portal that would temporarily suspend enforcement of the "acknowledgement

message" requirement. As a result, air carriers would not be penalized for transporting cargo without having received Transport Canada's confirmation of receipt of the PACT 7+1 data elements (that is typically required under the *Canadian Aviation Security Regulations, 2012*). Please queue all data to be submitted to Transport Canada after the outage is resolved. Depending on the length of the outage, Transport Canada may lift the requirement to queue, which would be communicated via email.

Once the outage is resolved, Transport Canada will notify air carriers by email. Transport Canada will allow a 2-hour grace period after the outage resolution notification, allowing air carriers to resume regular operations without being penalized for transporting cargo without having received the "acknowledgement message" as described above. Please queue and send to the PACT system all mandated data for the shipments that were transported during the outage.

> **Note:** For shipments that received an acknowledgement message prior to issuance of the Security Notice, air carriers must not transport those shipments with an outstanding or unresolved Request for Information (RFI), Request for Screening (RFS), or Do Not Load notice (DNL). These outstanding mitigation measures may be addressed via email during an outage. Any outstanding mitigation measures will need to be resolved before the air carrier is permitted to transport the implicated shipment.

B. Outage impacting "assessment complete" but not data submission and/or confirmation of receipt ("acknowledgement"):

If the outage impacting "assessment complete" messages is expected to last more than 30 minutes (from the time air carriers are notified of the outage), Transport Canada will provide regular updates by email with the expected time for outage resolution. As the "assessment complete" message is not a regulatory requirement, air carriers can continue moving cargo during the outage, so long as the shipment does not have an outstanding RFI, RFS, or DNL.

If an air carrier or their delegated service provider experiences an unplanned outage:

The air carrier must inform Transport Canada at PACT-Information-CFAPC@tc.gc.ca as soon as the air carrier becomes aware of the unplanned outage and advise as soon as the outage is resolved.

If the outage is expected to last more than 30 minutes (from the time air carriers notify Transport Canada of the outage), Transport Canada may issue a temporary suspension of the PACT regulatory requirements, on a case-by-case basis.

For scheduled/planned system downtime:

Air carriers with a planned period of system unavailability must notify Transport Canada at PACT-Information-CFAPC@tc.gc.ca at least three (3) business days before the planned downtime. The PACT team will provide instructions on a case-by-case basis in those circumstances.

PACT planned system unavailability for maintenance is expected to be at most 4.5 hours annually. Air carriers will be notified at least three (3) business days before the planned downtime with further instructions.

2.3.2.2   Risk Mitigation (RFI, RFS and DNL) Procedures

If a shipment cannot be risk assessed with the information provided, or if there is sufficient threat information to warrant an RFS or DNL, the PACT production environment will send the participant an RFI/RFS/DNL code referencing a particular shipment and a PACT representative will follow with an email to the 24/7 contact with further instructions.

If further updates or duplicate submissions are transmitted to PACT after the risk mitigation code is sent, additional response messages will be sent indicating that a continued "hold" exists until the email response is received and evaluated. If the email response is satisfactory, the PACT representative will respond with a confirmation email and a system-generated message transmission is sent to release the "hold". All subsequent transmissions will be marked with an SF or CO status, depending on the response message format.

If multiple supply-chain participants have previously sent PACT a message about this specific shipment, all associated contacts will be notified (status messages and emails), including those associated with the master air waybill if the RFI/RFS/DNL is issued in reference to a house waybill. The reference to the house waybill number will be included in the Associated Reference Document field as well as the subject of the email.

Note: Until the "hold" is removed, the air carrier is prohibited from transporting the cargo to Canada.

3 PACT Message Specifications

3.1 Message Formats

The PACT system sends and receives messages using Cargo-XML and CAMIR/C-IMP message formats. Support for these message types can be found at:

https://www.iata.org/en/publications/store/cargo-xml-toolkit/

Table 3: Message Types Supported for PACT Data Submission and Responses

Cargo-XML Message Type	C-IMP Message Type	CAMIR Message Type	Description	Author/Origin
XFFM	FFM		Flight manifest information	Air carriers/data submitters
XFWB	FWB		Master air waybill information	Air carriers/data submitters/freight forwarders
XFZB	FHL		House waybill information	Air carriers/data submitters/freight forwarders
XFNM		PER (error) PSN (acknowledgement)	Notification of submission errors and acknowledgements	PACT
XCSN		PSN	Notification of an "assessment complete" or the opening or closing of a risk mitigation action (RFI, RFS, DNL)	PACT

3.2 Supported Versions for PACT Messages

The PACT system sends and receives Cargo-XML and CAMIR/C-IMP message formats based on the following versions:

3.2.1 Supported Cargo-XML Versions

Table 4: Supported Cargo-XML Versions for PACT Submission

Cargo-XML Message type	Accepted Versions
XFFM	• Version 2.00 • Version 3.00
XFWB	• Version 3.00
XFZB	• Version 3.00
XCSN	• Version 1.00
XFNM	• Version 3.00

3.2.2 Supported C-IMP Versions

Table 5: Supported C-IMP Versions in PACT

C-IMP Message type	Accepted Versions
FFM	• Version 7 • Version 8
FHL	• Version 4 • Version 5
FWB	• Version 16 • Version 17

Note: Each line in a C-IMP message cannot be longer than 69 characters. If a C-IMP message is longer than 1600 bytes, it must be split into two or more messages.

3.2.3 Supported CAMIR Versions

Table 6: PACT Outbound Message Types and Versions

CAMIR Message type	Versions
CAMIR	• Version 1

3.3 Cargo-XML Message Responses

The following sections outline message responses for Cargo-XML message formats.

3.3.1 XFNM Message Responses

This message type sends error and acknowledgement responses from the PACT system as outlined in the following table.

Table 7: XFNM Message Responses

Response Message Code	Definition	Example
Acknowledgement	Acknowledgement of received message without errors *Note: Also used in response to FFM*	\<ram:ConditionCode>Acknowledgement\</ram:ConditionCode> \<ram:Reason>No Errors\</ram:Reason>
MISSING_WBL_LINE	Master waybill number missing	\<ram:ConditionCode>Error\</ram:ConditionCode> \<ram:Reason>MISSING_WBL_LINE\</ram:Reason>
MISSING_HOUSE_BILL_NBR	House waybill number missing	\<ram:ConditionCode>Error\</ram:ConditionCode> \<ram:Reason>MISSING_HOUSE_BILL_NBR\</ram:Reason>
INVALID_HOUSE_BILL_NBR	House waybill number is not correct, or number is greater than 35 characters	\<ram:ConditionCode>Error\</ram:ConditionCode> \<ram:Reason>INVALID_HOUSE_BILL_NBR\</ram:Reason>
MISSING_CNE_ADDR	Missing consignee address	\<ram:ConditionCode>Error\</ram:ConditionCode> \<ram:Reason>MISSING_CNE_ADDR\</ram:Reason>
MISSING_CNE_CTRY	Missing consignee country	\<ram:ConditionCode>Error\</ram:ConditionCode> \<ram:Reason>MISSING_CNE_CTRY\</ram:Reason>

Response Message Code	Definition	Example
MISSING_CNE_NAME	Missing consignee name	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_CNE_NAME</ram:Reason>
MISSING_WEIGHT	Missing package weight	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_WEIGHT</ram:Reason>
INVALID_WEIGHT	Weight is not a number or could not be extracted	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>INVALID_WEIGHT</ram:Reason>
MISSING_BILL_QTY	Waybill piece count is missing	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_BILL_QTY</ram:Reason>
INVALID_BILL_QTY	Waybill piece count is not a number or could not be extracted	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>INVALID_BILL_QTY</ram:Reason>
MISSING_SHP_ADDR	Missing shipper address	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_SHP_ADDR</ram:Reason>
MISSING_SHP_CTRY	Missing shipper country	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_SHP_CTRY</ram:Reason>
MISSING_SHP_NAME	Missing shipper name	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_SHP_NAME</ram:Reason>
MISSING_WT_UNITS	Missing units of measurement for weights	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_WT_UNITS</ram:Reason>
INVALID_MESSAGE_TYPE	Can read message, but could not determine the type of message	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>INVALID_MESSAGE_TYPE</ram:Reason>
BAD_WBL_FORMAT	Could not read message *Note: Also used in response to FFM*	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>BAD_WBL_FORMAT</ram:Reason>
MISSING_CSM_LINE	Failed to extract consignment details	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_CSM_LINE</ram:Reason>
MISSING_CNE_LINE	Failed to extract consignee details	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_CNE_LINE</ram:Reason>

Response Message Code	Definition	Example
MISSING_SHP_LINE	Failed to extract shipper details	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_SHP_LINE</ram:Reason>
MISSING_CARGO_DESC	Missing cargo description	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_CARGO_DESC</ram:Reason>
INVALID_ROUTING	Routing codes do not contain Canada or airport/city code in Canada.	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>INVALID_ROUTING</ram:Reason>
INVALID_TIMING	This shipment has departed and is no longer in scope for PACT	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>INVALID_TIMING</ram:Reason>
MISSING_CONSOL_INDI	This master air waybill looks like a consolidation (e.g. freight forwarder to freight forwarder and/or commodity description is "consolidation" or similar) but is missing the consolidation indicator.	<ram:ConditionCode>Error</ram:ConditionCode> <ram:Reason>MISSING_CONSOL_INDI</ram:Reason>

XFNM Example—Response Message (Error)

```xml
<rsm:Response xmlns:rsm="iata:response:3" xmlns:ram="iata:datamodel:3">
    <rsm:MessageHeaderDocument>
        <ram:ID>012-12360235</ram:ID>
        <ram:Name>Application acknowledgement and error report</ram:Name>
        <ram:TypeCode>294</ram:TypeCode>
        <ram:IssueDateTime>2018-12-31T14:35:00</ram:IssueDateTime>
        <ram:PurposeCode>Response</ram:PurposeCode>
        <ram:VersionID>3.00</ram:VersionID>
        <ram:ConversationID>7</ram:ConversationID>
        <ram:SenderParty>
            <ram:PrimaryID schemeID="C">PACTXML</ram:PrimaryID>
        </ram:SenderParty>
        <ram:SenderParty>
            <ram:PrimaryID schemeID="I">PACTXML</ram:PrimaryID>
        </ram:SenderParty>
        <ram:RecipientParty>
            <ram:PrimaryID schemeID="C">ALLSTARSAIR</ram:PrimaryID>
        </ram:RecipientParty>
        <ram:RecipientParty>
            <ram:PrimaryID schemeID="I">ALLSTARSAIR1</ram:PrimaryID>
        </ram:RecipientParty>
    </rsm:MessageHeaderDocument>
    <rsm:BusinessHeaderDocument>
        <ram:ID>012-12360235</ram:ID>
        <ram:Name>Master Air Waybill</ram:Name>
        <ram:TypeCode>741</ram:TypeCode>
        <ram:StatusCode>Rejected</ram:StatusCode>
    </rsm:BusinessHeaderDocument>
    <rsm:ResponseStatus>
        <ram:ConditionCode>Error</ram:ConditionCode>
        <ram:Reason>MISSING_CNE_NAME</ram:Reason>
    </rsm:ResponseStatus>
</rsm:Response>
```

Figure 3: Cargo-XML Error Response

XFNM Example—Response Message (Acknowledgement)

```xml
<rsm:Response xmlns:rsm="iata:response:3" xmlns:ram="iata:datamodel:3">
    <rsm:MessageHeaderDocument>
        <ram:ID>012-12360235</ram:ID>
        <ram:Name>Application acknowledgement and error report</ram:Name>
        <ram:TypeCode>294</ram:TypeCode>
        <ram:IssueDateTime>2018-12-31T14:35:00</ram:IssueDateTime>
        <ram:PurposeCode>Response</ram:PurposeCode>
        <ram:VersionID>3.00</ram:VersionID>
        <ram:ConversationID>7</ram:ConversationID>
        <ram:SenderParty>
            <ram:PrimaryID schemeID="C">PACTXML</ram:PrimaryID>
        </ram:SenderParty>
        <ram:SenderParty>
            <ram:PrimaryID schemeID="I">PACTXML</ram:PrimaryID>
        </ram:SenderParty>
        <ram:RecipientParty>
            <ram:PrimaryID schemeID="C">ALLSTARAIR</ram:PrimaryID>
        </ram:RecipientParty>
        <ram:RecipientParty>
            <ram:PrimaryID schemeID="I">ALLSTARAIR1</ram:PrimaryID>
        </ram:RecipientParty>
    </rsm:MessageHeaderDocument>
    <rsm:BusinessHeaderDocument>
        <ram:ID>012-12360235</ram:ID>
        <ram:Name>Master Air Waybill</ram:Name>
        <ram:TypeCode>741</ram:TypeCode>
        <ram:StatusCode>Received</ram:StatusCode>
    </rsm:BusinessHeaderDocument>
    <rsm:ResponseStatus>
        <ram:ConditionCode>Acknowledgement</ram:ConditionCode>
        <ram:Reason>No Errors</ram:Reason>
    </rsm:ResponseStatus>
</rsm:Response>
```

Figure 4: Cargo-XML Acknowledgement Response

```xml
<?xml version="1.0" encoding="utf-8"?>
<rsm:Response
  xmlns:ram="iata:datamodel:3"
  xmlns:rsm="iata:response:3">
  <rsm:MessageHeaderDocument>
    <ram:ID>ZZ0001-21Mar2019_981981819981189</ram:ID>
    <ram:Name>Application acknowledgement and error report</ram:Name>
    <ram:TypeCode>294</ram:TypeCode>
    <ram:IssueDateTime>2024-09-24T15:00:18+00:00</ram:IssueDateTime>
    <ram:PurposeCode>Response</ram:PurposeCode>
    <ram:VersionID>3.0</ram:VersionID>
    <ram:ConversationID>465e5bad-78d4-4a0c-86ca-fd3866cd619a</ram:ConversationID>
    <ram:SenderParty>
      <ram:PrimaryID schemeID="C">PACTXML</ram:PrimaryID>
    </ram:SenderParty>
    <ram:SenderParty>
      <ram:PrimaryID schemeID="P">PACTXML</ram:PrimaryID>
    </ram:SenderParty>
    <ram:RecipientParty>
      <ram:PrimaryID schemeID="C">AIRCARRIER1</ram:PrimaryID>
    </ram:RecipientParty>
    <ram:RecipientParty>
      <ram:PrimaryID schemeID="P">AIRCARRIER1</ram:PrimaryID>
    </ram:RecipientParty>
  </rsm:MessageHeaderDocument>
  <rsm:BusinessHeaderDocument>
    <ram:ID>ZZ00019819818198981189</ram:ID>
    <ram:Name>Transport Loading Report</ram:Name>
    <ram:TypeCode>122</ram:TypeCode>
    <ram:StatusCode>Received</ram:StatusCode>
  </rsm:BusinessHeaderDocument>
  <rsm:ResponseStatus>
    <ram:ConditionCode>Acknowledgement</ram:ConditionCode>
    <ram:Reason>No Errors</ram:Reason>
  </rsm:ResponseStatus>
</rsm:Response>
```

Figure 5: Cargo-XML FFM Response Example

3.3.2 XCSN Status Notification Messages

The XCSN message type creates or updates a status notification message. This message type contains one of the following response codes.

Table 8: Cargo-XML Response Codes

Cargo-XML Response Code	Definition	Example
CO	Assessment Complete	<ram:StatusCode>CO</ram:StatusCode>
RI	Request for Information (RFI) hold issued or currently in place	<ram:StatusCode>RI</ram:StatusCode>
CO	RFI Resolved	<ram:StatusCode>CO</ram:StatusCode>
RS	Request for Screening (RFS) issued or currently in place	<ram:StatusCode>RS</ram:StatusCode>
CO	RFS resolved—Hold removed	<ram:StatusCode>CO</ram:StatusCode>
CD	Do Not Load (DNL) issued or currently in place	<ram:StatusCode>CD</ram:StatusCode>
CO	DNL Resolved	<ram:StatusCode>CO</ram:StatusCode>

XCSN Example—CSN Response (Assessment Complete)

```xml
<?xml version="1.0" encoding="utf-8"?>
<rsm:CustomsStatusNotification xmlns:rsm="iata:customsstatusnotification:1" xmlns:ram="iata:datamodel:3">
  <rsm:MessageHeaderDocument>
    <ram:ID>000-12345678</ram:ID>
    <ram:Name>Document Response Customs</ram:Name>
    <ram:TypeCode>962</ram:TypeCode>
    <ram:IssueDateTime>2024-05-30T14:35:00</ram:IssueDateTime>
    <ram:PurposeCode>Creation</ram:PurposeCode>
    <ram:VersionID>1.00</ram:VersionID>
    <ram:ConversationID>7</ram:ConversationID>
    <ram:SenderParty>
      <ram:PrimaryID schemeID="C">PACTXML</ram:PrimaryID>
    </ram:SenderParty>
    <ram:SenderParty>
      <ram:PrimaryID schemeID="I">PACTXML</ram:PrimaryID>
    </ram:SenderParty>
    <ram:RecipientParty>
      <ram:PrimaryID schemeID="C">AIRCARRIER</ram:PrimaryID>
    </ram:RecipientParty>
    <ram:RecipientParty>
      <ram:PrimaryID schemeID="I">AIRCARRIER</ram:PrimaryID>
    </ram:RecipientParty>
  </rsm:MessageHeaderDocument>
  <rsm:BusinessHeaderDocument>
    <ram:StatusCode>CO</ram:StatusCode>
    <ram:ActionTypeCode>000</ram:ActionTypeCode>
    <ram:ActionTypeName>IMP</ram:ActionTypeName>
    <ram:Information>PACT ASSESSMENT COMPLETE</ram:Information>
    <ram:IssueDateTime>2024-05-30T14:35:00</ram:IssueDateTime>
  </rsm:BusinessHeaderDocument>
  <rsm:MasterConsignment>
    <ram:SpecifiedLogisticsTransportMovement>
      <ram:StageCode>Main-carriage</ram:StageCode>
      <ram:ModeCode>4</ram:ModeCode>
      <ram:Mode>Air Transport</ram:Mode>
      <ram:ID>AC111</ram:ID>
      <ram:SequenceNumeric>1</ram:SequenceNumeric>
      <ram:UsedLogisticsTransportMeans>
        <ram:Name>XX</ram:Name>
      </ram:UsedLogisticsTransportMeans>
      <ram:ArrivalEvent>
        <ram:ScheduledOccurrenceDateTime>2024-06-01T11:41:00</ram:ScheduledOccurrenceDateTime>
        <ram:OccurrenceArrivalLocation>
          <ram:ID>YUL</ram:ID>
          <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceArrivalLocation>
      </ram:ArrivalEvent>
      <ram:DepartureEvent>
        <ram:ScheduledOccurrenceDateTime>2024-06-01T11:23:00</ram:ScheduledOccurrenceDateTime>
        <ram:OccurrenceDepartureLocation>
          <ram:ID>BRU</ram:ID>
          <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceDepartureLocation>
      </ram:DepartureEvent>
    </ram:SpecifiedLogisticsTransportMovement>
    <ram:SpecifiedLogisticsTransportMovement>
      <ram:StageCode>Main-carriage</ram:StageCode>
      <ram:ModeCode>4</ram:ModeCode>
```

```
      <ram:Mode>Air Transport</ram:Mode>
      <ram:ID>AC111</ram:ID>
      <ram:SequenceNumeric>1</ram:SequenceNumeric>
      <ram:UsedLogisticsTransportMeans>
        <ram:Name>XX</ram:Name>
      </ram:UsedLogisticsTransportMeans>
      <ram:ArrivalEvent>
        <ram:ScheduledOccurrenceDateTime>2024-06-01T11:41:00</ram:ScheduledOccurrenceDateTime>
        <ram:OccurrenceArrivalLocation>
          <ram:ID>YUL</ram:ID>
          <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceArrivalLocation>
      </ram:ArrivalEvent>
      <ram:DepartureEvent>
        <ram:ScheduledOccurrenceDateTime>2024-06-01T11:23:00</ram:ScheduledOccurrenceDateTime>
        <ram:OccurrenceDepartureLocation>
          <ram:ID>BRU</ram:ID>
          <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceDepartureLocation>
      </ram:DepartureEvent>
    </ram:SpecifiedLogisticsTransportMovement>
    <ram:SpecifiedLogisticsTransportMovement>
      <ram:StageCode>Main-carriage</ram:StageCode>
      <ram:ModeCode>4</ram:ModeCode>
      <ram:Mode>Air Transport</ram:Mode>
      <ram:ID>AC111T</ram:ID>
      <ram:SequenceNumeric>2</ram:SequenceNumeric>
      <ram:UsedLogisticsTransportMeans>
        <ram:Name>XX</ram:Name>
      </ram:UsedLogisticsTransportMeans>
      <ram:ArrivalEvent>
        <ram:ScheduledOccurrenceDateTime>2024-06-02T04:00:00</ram:ScheduledOccurrenceDateTime>
        <ram:OccurrenceArrivalLocation>
          <ram:ID>YYZ</ram:ID>
          <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceArrivalLocation>
      </ram:ArrivalEvent>
      <ram:DepartureEvent>
        <ram:ScheduledOccurrenceDateTime>2024-06-01T21:00:00</ram:ScheduledOccurrenceDateTime>
        <ram:OccurrenceDepartureLocation>
          <ram:ID>YUL</ram:ID>
          <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceDepartureLocation>
      </ram:DepartureEvent>
    </ram:SpecifiedLogisticsTransportMovement>
    <ram:AssociatedReferenceDocument>
      <ram:ID>000-12345678</ram:ID>
      <ram:IssueDate>2024-06-01</ram:IssueDate>
      <ram:TypeCode>741</ram:TypeCode>
    </ram:AssociatedReferenceDocument>
  </rsm:MasterConsignment>
</rsm:CustomsStatusNotification>
```

Figure 6: Assessment Complete Message

XCSN Example—CSN Response (RFI)

```xml
<rsm:CustomsStatusNotification xmlns:rsm="iata:customsstatusnotification:1" xmlns:ram="iata:datamodel:3">
  <rsm:MessageHeaderDocument>
    <ram:ID>014-72800895</ram:ID>
    <ram:Name>Document Response Customs</ram:Name>
    <ram:TypeCode>962</ram:TypeCode>
    <ram:IssueDateTime>2024-01-26T20:20:42</ram:IssueDateTime>
    <ram:PurposeCode>Creation</ram:PurposeCode>
    <ram:VersionID>1.00</ram:VersionID>
    <ram:ConversationID></ram:ConversationID>
    <ram:SenderParty>
      <ram:PrimaryID schemeID="C">PACTXML</ram:PrimaryID>
    </ram:SenderParty>
    <ram:RecipientParty>
      <ram:PrimaryID schemeID="C">XXAIRCARRIER</ram:PrimaryID>
    </ram:RecipientParty>
  </rsm:MessageHeaderDocument>
  <rsm:BusinessHeaderDocument>
    <ram:StatusCode>RI</ram:StatusCode>
    <ram:ActionTypeCode>000</ram:ActionTypeCode>
    <ram:ActionTypeName>IMP</ram:ActionTypeName>
    <ram:Information>SELECTEE DATA ISSUE HOLD</ram:Information>
    <ram:IssueDateTime>2024-01-26T20:20:42</ram:IssueDateTime>
  </rsm:BusinessHeaderDocument>
  <rsm:MasterConsignment>
    <ram:SpecifiedLogisticsTransportMovement>
      <ram:StageCode>Main-carriage</ram:StageCode>
      <ram:ModeCode>4</ram:ModeCode>
      <ram:Mode>Air Transport</ram:Mode>
      <ram:ID>XX6876T</ram:ID>
      <ram:SequenceNumeric>1</ram:SequenceNumeric>
      <ram:UsedLogisticsTransportMeans>
        <ram:Name>XX</ram:Name>
      </ram:UsedLogisticsTransportMeans>
      <ram:ArrivalEvent>
        <ram:ScheduledOccurrenceDateTime>2023-11-27T23:45:00</ram:ScheduledOccurrenceDateTime>
        <ram:OccurrenceArrivalLocation>
          <ram:ID>DUB</ram:ID>
          <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceArrivalLocation>
      </ram:ArrivalEvent>
      <ram:DepartureEvent>
        <ram:ScheduledOccurrenceDateTime>2023-11-27T20:00:00</ram:ScheduledOccurrenceDateTime>
        <ram:OccurrenceDepartureLocation>
          <ram:ID>SNN</ram:ID>
          <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceDepartureLocation>
      </ram:DepartureEvent>
    </ram:SpecifiedLogisticsTransportMovement>
    <ram:SpecifiedLogisticsTransportMovement>
      <ram:StageCode>Main-carriage</ram:StageCode>
      <ram:ModeCode>4</ram:ModeCode>
      <ram:Mode>Air Transport</ram:Mode>
      <ram:ID>XX801</ram:ID>
      <ram:SequenceNumeric>2</ram:SequenceNumeric>
      <ram:UsedLogisticsTransportMeans>
        <ram:Name>XX</ram:Name>
      </ram:UsedLogisticsTransportMeans>
```

```xml
        <ram:ArrivalEvent>
          <ram:ScheduledOccurrenceDateTime>2023-11-28T11:45:00</ram:ScheduledOccurrenceDateTime>
          <ram:OccurrenceArrivalLocation>
            <ram:ID>YYZ</ram:ID>
            <ram:TypeCode>Airport</ram:TypeCode>
          </ram:OccurrenceArrivalLocation>
        </ram:ArrivalEvent>
        <ram:DepartureEvent>
          <ram:ScheduledOccurrenceDateTime>2023-11-28T09:30:00</ram:ScheduledOccurrenceDateTime>
          <ram:OccurrenceDepartureLocation>
            <ram:ID>DUB</ram:ID>
            <ram:TypeCode>Airport</ram:TypeCode>
          </ram:OccurrenceDepartureLocation>
        </ram:DepartureEvent>
      </ram:SpecifiedLogisticsTransportMovement>
      <ram:SpecifiedLogisticsTransportMovement>
        <ram:StageCode>Main-carriage</ram:StageCode>
        <ram:ModeCode>4</ram:ModeCode>
        <ram:Mode>Air Transport</ram:Mode>
        <ram:ID>XX104</ram:ID>
        <ram:SequenceNumeric>3</ram:SequenceNumeric>
        <ram:UsedLogisticsTransportMeans>
          <ram:Name>XX</ram:Name>
        </ram:UsedLogisticsTransportMeans>
        <ram:ArrivalEvent>
          <ram:ScheduledOccurrenceDateTime>2023-11-29T10:30:00</ram:ScheduledOccurrenceDateTime>
          <ram:OccurrenceArrivalLocation>
            <ram:ID>YVR</ram:ID>
            <ram:TypeCode>Airport</ram:TypeCode>
          </ram:OccurrenceArrivalLocation>
        </ram:ArrivalEvent>
        <ram:DepartureEvent>
          <ram:ScheduledOccurrenceDateTime>2023-11-29T08:30:00</ram:ScheduledOccurrenceDateTime>
          <ram:OccurrenceDepartureLocation>
            <ram:ID>YYZ</ram:ID>
            <ram:TypeCode>Airport</ram:TypeCode>
          </ram:OccurrenceDepartureLocation>
        </ram:DepartureEvent>
      </ram:SpecifiedLogisticsTransportMovement>
      <ram:AssociatedReferenceDocument>
        <ram:ID>000-12345678</ram:ID>
        <ram:IssueDate>2023-11-28</ram:IssueDate>
        <ram:TypeCode>740</ram:TypeCode>
      </ram:AssociatedReferenceDocument>
    </rsm:MasterConsignment>
  </rsm:CustomsStatusNotification>
```

Figure 7: RFI Response Message

XCSN Example – CSN Response (RFI from House Waybill)

```xml
<rsm:CustomsStatusNotification xmlns:rsm="iata:customsstatusnotification:1" xmlns:ram="iata:datamodel:3">
  <rsm:MessageHeaderDocument>
    <ram:ID>000-12346578</ram:ID>
    <ram:Name>Document Response Customs</ram:Name>
    <ram:TypeCode>962</ram:TypeCode>
    <ram:IssueDateTime>2024-07-02T13:13:29</ram:IssueDateTime>
    <ram:PurposeCode>Creation</ram:PurposeCode>
    <ram:VersionID>1.00</ram:VersionID>
    <ram:ConversationID></ram:ConversationID>
    <ram:SenderParty>
      <ram:PrimaryID schemeID="C">PACTXML</ram:PrimaryID>
    </ram:SenderParty>
    <ram:RecipientParty>
      <ram:PrimaryID schemeID="C">PACTXMLTC</ram:PrimaryID>
    </ram:RecipientParty>
  </rsm:MessageHeaderDocument>
  <rsm:BusinessHeaderDocument>
    <ram:StatusCode>RI</ram:StatusCode>
    <ram:ActionTypeCode>000</ram:ActionTypeCode>
    <ram:ActionTypeName>IMP</ram:ActionTypeName>
    <ram:Information>PACT ---DEVELOPMENT---REQUEST FOR INFORMATION HOLD---DEVELOPMENT---</ram:Information>
    <ram:IssueDateTime>2024-07-02T13:13:29</ram:IssueDateTime>
  </rsm:BusinessHeaderDocument>
  <rsm:MasterConsignment>
    <ram:SpecifiedLogisticsTransportMovement>
      <ram:StageCode>Main-carriage</ram:StageCode>
      <ram:ModeCode>4</ram:ModeCode>
      <ram:Mode>Air Transport</ram:Mode>
      <ram:ID>TC173</ram:ID>
      <ram:SequenceNumeric>3</ram:SequenceNumeric>
      <ram:UsedLogisticsTransportMeans>
        <ram:Name>TC</ram:Name>
      </ram:UsedLogisticsTransportMeans>
      <ram:ArrivalEvent>
        <ram:ScheduledOccurrenceDateTime>2023-01-11T23:19:00</ram:ScheduledOccurrenceDateTime>
        <ram:OccurrenceArrivalLocation>
          <ram:ID>YEG</ram:ID>
          <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceArrivalLocation>
      </ram:ArrivalEvent>
      <ram:DepartureEvent>
        <ram:ScheduledOccurrenceDateTime>2023-01-11T21:28:00</ram:ScheduledOccurrenceDateTime>
        <ram:OccurrenceDepartureLocation>
          <ram:ID>YYZ</ram:ID>
          <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceDepartureLocation>
      </ram:DepartureEvent>
    </ram:SpecifiedLogisticsTransportMovement>
    <ram:AssociatedReferenceDocument>
      <ram:ID>000-12346578</ram:ID>
      <ram:IssueDate>2023-01-12</ram:IssueDate>
      <ram:TypeCode>740</ram:TypeCode>
    </ram:AssociatedReferenceDocument>
    <ram:AssociatedReferenceDocument>
      <ram:ID>000-12346578_HOUSE1</ram:ID>
      <ram:IssueDate>2023-01-12</ram:IssueDate>
      <ram:TypeCode>703</ram:TypeCode>
    </ram:AssociatedReferenceDocument>
  </rsm:MasterConsignment>
</rsm:CustomsStatusNotification>
```

Figure 8: RFI Response Message (House)

3.4   CAMIR Message Responses

The following sections outline message responses for CAMIR message formats.

3.4.1   Preliminary Error Report (PER) Messages

This message type sends the following possible error responses from the PACT system.

Table 9: CAMIR Error Messages

Response Message Type	Explanation	Example
MISSING_WBL_LINE	Master waybill number missing	PER 007-12345678-HAW0123456 ERR/422/MISSING_WBL_LINE
MISSING_HOUSE_BILL_NBR	House waybill number missing	PER 007-54400194-HAW ERR/422/MISSING_HOUSE_BILL_NBR
INVALID_HOUSE_BILL_NBR	House waybill number is not correct, or number is greater than 35 characters	PER 007-12345678-HAW0123456 ERR/422/INVALID_HOUSE_BILL_NBR
MISSING_CNE_ADDR	Missing consignee address	PER 007-12345678-HAW0123456 ERR/422/MISSING_CNE_ADDR
MISSING_CNE_CTRY	Missing consignee country	PER 007-12345678-HAW0123456 ERR/422/MISSING_CNE_CTRY
MISSING_CNE_NAME	Missing consignee name	PER 007-12345678-HAW0123456 ERR/422/MISSING_CNE_NAME
MISSING_WEIGHT	Missing package weight	PER 007-12345678-HAW0123456 ERR/422/MISSING_WEIGHT
INVALID_WEIGHT	Weight is not a number or could not be extracted	PER 007-12345678-HAW0123456 ERR/422/INVALID_WEIGHT
MISSING_BILL_QTY	Waybill piece count is missing	PER 007-12345678-HAW0123456 ERR/422/MISSING_BILL_QTY

Response Message Type	Explanation	Example
INVALID_BILL_QTY	Waybill piece count is not a number or could not be extracted	PER 007-12345678-HAW0123456 ERR/422/INVALID_BILL_QTY
MISSING_SHP_ADDR	Missing shipper address	PER 007-12345678-HAW0123456 ERR/422/MISSING_SHP_ADDR
MISSING_SHP_CTRY	Missing shipper country	PER 007-12345678-HAW0123456 ERR/422/MISSING_SHP_CTRY
MISSING_SHP_NAME	Missing shipper name	PER 007-12345678-HAW0123456 ERR/422/MISSING_SHP_NAME
MISSING_WT_UNITS	Missing units of measurement for weights	PER 007-12345678-HAW0123456 ERR/422/MISSING_WT_UNITS
INVALID_MESSAGE_TYPE	Can read message, but could not determine the type of message	PER 007-12345678-HAW0123456 ERR/400/INVALID_MESSAGE_TYPE
BAD_WBL_FORMAT	Could not read message *Note: Also used in response to FFM*	PER ERR/400/BAD_WBL_FORMAT
MISSING_CSM_LINE	Failed to extract consignment details	PER 007-12345678-HAW0123456 ERR/422/MISSING_CSM_LINE
MISSING_CNE_LINE	Failed to extract consignee details	PER 007-12345678-HAW0123456 ERR/422/MISSING_CNE_LINE
MISSING_SHP_LINE	Failed to extract shipper details	PER 007-12345678-HAW0123456 ERR/422/MISSING_SHP_LINE
MISSING_CARGO_DESC	Missing cargo description	PER 007-12345678-HAW0123456 ERR/422/MISSING_CARGO_DESC

Response Message Type	Explanation	Example
INVALID_ROUTING	Routing codes do not contain Canada or airport/city code in Canada.	PER 007-12345678-HAW0123456 ERR/422/INVALID_ROUTING
INVALID_TIMING	This shipment has departed and is no longer in scope for PACT.	PER 007-12345678-HAW0123456 ERR/422/INVALID_TIMING
MISSING_CONSOL_INDI	This master waybill looks like a consolidation (e.g. freight forwarder to freight forwarder and/or commodity description is "consolidation" or similar) but is missing the consolidation indicator	PER 007-12345678-HAW0123456 ERR/422/ MISSING_CONSOL_INDI

PER Example—Response Message (Error)

```
PER
007-12345675-11A11111111
ERR/422/MISSING_CNE_ADDR
ERR/422/MISSING_CNE_CTRY
ERR/422/MISSING_CNE_NAME


PER
ERR/400/BAD_WBL_FORMAT


PER
007-12345675-11A11111111
ERR/400/BAD_WBL_FORMAT
```

Figure 9: CAMIR Error Response

3.4.2   Preliminary Status Notification (PSN) Messages

This message type sends the following possible responses in CAMIR format from the PACT system.

Table 10: CAMIR Acknowledgement and Mitigation Responses

Response Message	Response Message Code	Example
Message Received	SR	PSN 007-12345678-ABC1022506 CSN/SR/22NOV1902/NO ERRORS
Message Received (FFM)	SR	PSN CSN/SR/22NOV1902/NO ERRORS
Assessment Complete	SF	PSN 007-12345678-ABC1022506 CSN/SF/22NOV1902/ASSESSMENT COMPLETE
RFI	7H	PSN 007-12345678- ABC31022506 CSN/7H/22NOV1902/ PACT REQUEST FOR INFORMATION HOLD
RFI In Place	7J	PSN 007-12345678- ABC31022506 CSN/7J/22NOV1902/PACT REQUEST FOR INFORMATION HOLD CURRENTLY IN PLACE
RFI Resolved	7I	PSN 007-12345678- ABC31022506 CSN/7I/22NOV1902/ PACT REQUEST FOR INFORMATION HOLD REMOVED
RFS	8H	PSN 007-12345678- ABC31022506 CSN/8H/22NOV1902/PACT REQUEST FOR SCREENING HOLD
RFS In Place	8J	PSN 007-12345678- ABC31022506 CSN/8J/22NOV1902/PACT REQUEST FOR SCREENING HOLD CURRENTLY IN PLACE
RFS Resolved	8I	PSN 007-12345678- ABC31022506

Response Message	Response Message Code	Example
		CSN/8I/22NOV1902/ PACT REQUEST FOR SCREENING HOLD REMOVED
DNL	6H	PSN 007-12345678- ABC31022506 CSN/6H/22NOV1902/PACT DO NOT LOAD HOLD
DNL In Place	6J	PSN 007-12345678- ABC31022506 CSN/6J/22NOV1902/PACT DO NOT LOAD HOLD CURRENTLY IN PLACE
DNL Resolved	6I	PSN 007-12345678- ABC31022506 CSN/6I/22NOV1902/ PACT DO NOT LOAD REMOVED

3.4.3 HTTP Response Codes

The following table outlines standard HTTP response codes supported by PACT.

Table 11: HTTP Response Codes

HTTP Code	Definition
202	Accepted. The message was accepted by Transport Canada.
422	Content cannot be processed. The syntax of the message is correct, but the information in the message cannot be processed. Please check the contents of the response.
400	Bad request. The message transmission is not supported by Transport Canada.
401	Unauthorized. The token has expired. Please contact Transport Canada to request a new token.
500	Internal Service Error. Unable to process this message. Please try again later.
503	Service Unavailable. Transport Canada's server is not available. Please contact Transport Canada for further instructions.

3.5   PACT Message Examples

The following sample messages provide examples of data submissions and expected responses in both Cargo-XML and CAMIR.

3.5.1   Cargo-XML Message Submission Examples

The following messages show examples of a master air waybill and acknowledgement response in Cargo-XML.

Master Air Waybill Submission Example

```xml
<?xml version="1.0" encoding="UTF-8"?>
<rsm:Waybill
    xmlns:ccts="urn:un:unece:uncefact:documentation:standard:CoreComponentsTechnicalSpecification:2"
    xmlns:udt="urn:un:unece:uncefact:data:standard:UnqualifiedDataType:8"
    xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance"
    xmlns:ibws="http://information-broker.int.kn/WebService"
    xmlns:rsm="iata:waybill:1"
    xmlns:ram="iata:datamodel:3" xsi:schemaLocation="iata:waybill:1 Waybill_1.xsd">
    <rsm:MessageHeaderDocument>
        <ram:ID>007-12345621</ram:ID>
        <ram:Name>Master Air Waybill</ram:Name>
        <ram:TypeCode>741</ram:TypeCode>
        <ram:IssueDateTime>2023-01-27T14:53:23</ram:IssueDateTime>
        <ram:PurposeCode>Creation</ram:PurposeCode>
        <ram:VersionID>3.00</ram:VersionID>
        <ram:ConversationID>TOK12380009</ram:ConversationID>
        <ram:SenderParty>
            <ram:PrimaryID schemeID="P">LMNOPLOGISTICSJPKN/TOKYO1</ram:PrimaryID>
        </ram:SenderParty>
        <ram:SenderParty>
            <ram:PrimaryID schemeID="C">LMNOPLOGISTICS</ram:PrimaryID>
        </ram:SenderParty>
        <ram:RecipientParty>
            <ram:PrimaryID schemeID="C">PACTXML</ram:PrimaryID>
        </ram:RecipientParty>
    </rsm:MessageHeaderDocument>
    <rsm:BusinessHeaderDocument>
        <ram:ID>007-12345621</ram:ID>
        <ram:SenderAssignedID>444555666777440</ram:SenderAssignedID>
        <ram:IncludedHeaderNote>
            <ram:ContentCode>C</ram:ContentCode>
            <ram:Content>Consolidation Shipment</ram:Content>
        </ram:IncludedHeaderNote>
        <ram:SignatoryConsignorAuthentication>
            <ram:Signatory>REN SATO</ram:Signatory>
        </ram:SignatoryConsignorAuthentication>
        <ram:SignatoryCarrierAuthentication>
            <ram:ActualDateTime>2023-01-27T00:00:00</ram:ActualDateTime>
            <ram:Signatory>LMNOPLOGISTICS</ram:Signatory>
            <ram:IssueAuthenticationLocation>
                <ram:Name>TOKYO</ram:Name>
            </ram:IssueAuthenticationLocation>
        </ram:SignatoryCarrierAuthentication>
    </rsm:BusinessHeaderDocument>
    <rsm:MasterConsignment>
        <ram:FreightForwarderAssignedID>444555666777440</ram:FreightForwarderAssignedID>
        <ram:NilCarriageValueIndicator>true</ram:NilCarriageValueIndicator>
        <ram:NilCustomsValueIndicator>true</ram:NilCustomsValueIndicator>
        <ram:NilInsuranceValueIndicator>true</ram:NilInsuranceValueIndicator>
        <ram:TotalChargePrepaidIndicator>true</ram:TotalChargePrepaidIndicator>
        <ram:TotalDisbursementPrepaidIndicator>true</ram:TotalDisbursementPrepaidIndicator>
        <ram:IncludedTareGrossWeightMeasure unitCode="KGM">1210.2</ram:IncludedTareGrossWeightMeasure>
        <ram:TotalPieceQuantity>4</ram:TotalPieceQuantity>
        <ram:ProductID>VIPRO</ram:ProductID>
        <ram:ConsignorParty>
            <ram:Name>LMNOP LOGISTICS LTD. TOKYO INT'L AIRPORT OFFICE</ram:Name>
            <ram:PostalStructuredAddress>
                <ram:PostcodeCode>100-0021</ram:PostcodeCode>
                <ram:StreetName>CARGO AGENT BLDG NO 1- ROOM 125</ram:StreetName>
                <ram:CityName>OTA CITY</ram:CityName>
                <ram:CountryID>JP</ram:CountryID>
                <ram:CountryName>JAPAN</ram:CountryName>
            </ram:PostalStructuredAddress>
        </ram:ConsignorParty>
```

```xml
<ram:ConsigneeParty>
    <ram:Name>LMNOPLOGISTICS</ram:Name>
    <ram:PostalStructuredAddress>
        <ram:PostcodeCode></ram:PostcodeCode>
        <ram:StreetName>200 AGINCOURT RD</ram:StreetName>
        <ram:CityName>WINNIPEG</ram:CityName>
        <ram:CountryID>CA</ram:CountryID>
        <ram:CountryName>CANADA</ram:CountryName>
    </ram:PostalStructuredAddress>
</ram:ConsigneeParty>
<ram:FreightForwarderParty>
    <ram:Name>LMNOPLOGISTICS. TOKYO INT'L AIRPORT OFFICE</ram:Name>
    <ram:CargoAgentID>123450047</ram:CargoAgentID>
    <ram:FreightForwarderAddress>
        <ram:PostcodeCode>100-0021</ram:PostcodeCode>
        <ram:StreetName>CARGO AGENT BLDG NO 1- ROOM 125</ram:StreetName>
        <ram:CityName>OTA CITY</ram:CityName>
        <ram:CountryID>JP</ram:CountryID>
    </ram:FreightForwarderAddress>
    <ram:SpecifiedCargoAgentLocation>
        <ram:ID>0023</ram:ID>
    </ram:SpecifiedCargoAgentLocation>
</ram:FreightForwarderParty>
<ram:OriginLocation>
    <ram:ID>HND</ram:ID>
    <ram:Name>TOKYO INTERNATIONAL</ram:Name>
</ram:OriginLocation>
<ram:FinalDestinationLocation>
    <ram:ID>YWG</ram:ID>
    <ram:Name>WINNIPEG</ram:Name>
</ram:FinalDestinationLocation>
<ram:SpecifiedLogisticsTransportMovement>
    <ram:StageCode>MAIN-CARRIAGE</ram:StageCode>
    <ram:ID>AF291</ram:ID>
    <ram:SequenceNumeric>1</ram:SequenceNumeric>
    <ram:UsedLogisticsTransportMeans>
        <ram:Name>AF</ram:Name>
    </ram:UsedLogisticsTransportMeans>
    <ram:ArrivalEvent>
        <ram:OccurrenceArrivalLocation>
            <ram:ID>CDG</ram:ID>
            <ram:TypeCode>AIRPORT</ram:TypeCode>
        </ram:OccurrenceArrivalLocation>
    </ram:ArrivalEvent>
    <ram:DepartureEvent>
        <ram:ScheduledOccurrenceDateTime>2023-01-28T00:00:00</ram:ScheduledOccurrenceDateTime>
    </ram:DepartureEvent>
</ram:SpecifiedLogisticsTransportMovement>
<ram:SpecifiedLogisticsTransportMovement>
    <ram:StageCode>MAIN-CARRIAGE</ram:StageCode>
    <ram:ID>AF224</ram:ID>
    <ram:SequenceNumeric>2</ram:SequenceNumeric>
    <ram:UsedLogisticsTransportMeans>
        <ram:Name>AF</ram:Name>
    </ram:UsedLogisticsTransportMeans>
    <ram:ArrivalEvent>
        <ram:OccurrenceArrivalLocation>
            <ram:ID>HHN</ram:ID>
            <ram:TypeCode>AIRPORT</ram:TypeCode>
```

```xml
                <ram:OccurrenceArrivalLocation>
                    <ram:ID>HHN</ram:ID>
                    <ram:TypeCode>AIRPORT</ram:TypeCode>
                </ram:OccurrenceArrivalLocation>
            </ram:ArrivalEvent>
            <ram:DepartureEvent>
                <ram:ScheduledOccurrenceDateTime>2023-01-29T00:00:00</ram:ScheduledOccurrenceDateTime>
            </ram:DepartureEvent>
        </ram:SpecifiedLogisticsTransportMovement>
        <ram:SpecifiedLogisticsTransportMovement>
            <ram:StageCode>MAIN-CARRIAGE</ram:StageCode>
            <ram:ID>AF304</ram:ID>
            <ram:SequenceNumeric>3</ram:SequenceNumeric>
            <ram:UsedLogisticsTransportMeans>
                <ram:Name>AF</ram:Name>
            </ram:UsedLogisticsTransportMeans>
            <ram:ArrivalEvent>
                <ram:OccurrenceArrivalLocation>
                    <ram:ID>YWG</ram:ID>
                    <ram:TypeCode>AIRPORT</ram:TypeCode>
                </ram:OccurrenceArrivalLocation>
            </ram:ArrivalEvent>
            <ram:DepartureEvent>
                <ram:ScheduledOccurrenceDateTime>2023-01-30T00:00:00</ram:ScheduledOccurrenceDateTime>
            </ram:DepartureEvent>
        </ram:SpecifiedLogisticsTransportMovement>
        <ram:IncludedAccountingNote>
            <ram:ContentCode>GEN</ram:ContentCode>
            <ram:Content>PAYMENT BY CREDIT CARD</ram:Content>
        </ram:IncludedAccountingNote>
        <ram:ApplicableOriginCurrencyExchange>
            <ram:SourceCurrencyCode>JPY</ram:SourceCurrencyCode>
        </ram:ApplicableOriginCurrencyExchange>
        <ram:ApplicableLogisticsAllowanceCharge>
            <ram:ID>CG</ram:ID>
            <ram:PrepaidIndicator>true</ram:PrepaidIndicator>
            <ram:PartyTypeCode>C</ram:PartyTypeCode>
            <ram:ActualAmount currencyID="JPY">318</ram:ActualAmount>
        </ram:ApplicableLogisticsAllowanceCharge>
        <ram:ApplicableLogisticsAllowanceCharge>
            <ram:ID>MY</ram:ID>
            <ram:PrepaidIndicator>true</ram:PrepaidIndicator>
            <ram:PartyTypeCode>C</ram:PartyTypeCode>
            <ram:ActualAmount currencyID="JPY">138313</ram:ActualAmount>
        </ram:ApplicableLogisticsAllowanceCharge>
        <ram:ApplicableLogisticsAllowanceCharge>
            <ram:ID>SC</ram:ID>
            <ram:PrepaidIndicator>true</ram:PrepaidIndicator>
            <ram:PartyTypeCode>C</ram:PartyTypeCode>
            <ram:ActualAmount currencyID="JPY">7263</ram:ActualAmount>
        </ram:ApplicableLogisticsAllowanceCharge>
        <ram:ApplicableRating>
            <ram:TypeCode>F</ram:TypeCode>
            <ram:TotalChargeAmount currencyID="JPY">1585755</ram:TotalChargeAmount>
            <ram:IncludedMasterConsignmentItem>
                <ram:SequenceNumeric>1</ram:SequenceNumeric>
                <ram:TypeCode listAgencyID="1"/>
                <ram:GrossWeightMeasure unitCode="KGM">1210.2</ram:GrossWeightMeasure>
                <ram:GrossVolumeMeasure unitCode="MTQ">0.780</ram:GrossVolumeMeasure>
```

```
        <ram:PackageQuantity>000004</ram:PackageQuantity>
        <ram:PieceQuantity>4</ram:PieceQuantity>
        <ram:Information>NDA</ram:Information>
        <ram:NatureIdentificationTransportCargo>
            <ram:Identification>CONSOLIDATION AS PER ATTACHED MANIFEST</ram:Identification>
        </ram:NatureIdentificationTransportCargo>
        <ram:ApplicableFreightRateServiceCharge>
            <ram:CategoryCode>Q</ram:CategoryCode>
            <ram:ChargeableWeightMeasure unitCode="KGM">1210.5</ram:ChargeableWeightMeasure>
            <ram:AppliedRate>1310</ram:AppliedRate>
            <ram:AppliedAmount currencyID="JPY">1585755</ram:AppliedAmount>
        </ram:ApplicableFreightRateServiceCharge>
    </ram:IncludedMasterConsignmentItem>
  </ram:ApplicableRating>
  <ram:ApplicableTotalRating>
        <ram:TypeCode>F</ram:TypeCode>
        <ram:ApplicablePrepaidCollectMonetarySummation>
            <ram:PrepaidIndicator>true</ram:PrepaidIndicator>
            <ram:WeightChargeTotalAmount currencyID="JPY">1685755</ram:WeightChargeTotalAmount>
            <ram:ValuationChargeTotalAmount currencyID="JPY">0</ram:ValuationChargeTotalAmount>
            <ram:TaxTotalAmount currencyID="JPY">0</ram:TaxTotalAmount>
            <ram:AgentTotalDuePayableAmount currencyID="JPY">0</ram:AgentTotalDuePayableAmount>
            <ram:CarrierTotalDuePayableAmount currencyID="JPY">145894</ram:CarrierTotalDuePayableAmount>
            <ram:GrandTotalAmount currencyID="JPY">1721649</ram:GrandTotalAmount>
        </ram:ApplicablePrepaidCollectMonetarySummation>
    </ram:ApplicableTotalRating>
 </rsm:MasterConsignment>
</rsm:Waybill>
```

Figure 10: Cargo-XML Master Air Waybill Example

Response (Acknowledgement-No Errors)

```
<?xml version="1.0" encoding="utf-8"?>
<rsm:Response xmlns:ram="iata:datamodel:3" xmlns:rsm="iata:response:3">
    <rsm:MessageHeaderDocument>
        <ram:ID>007-12345621</ram:ID>
        <ram:Name>Application acknowledgement and error report</ram:Name>
        <ram:TypeCode>294</ram:TypeCode>
        <ram:IssueDateTime>2023-10-03T20:24:45</ram:IssueDateTime>
        <ram:PurposeCode>Response</ram:PurposeCode>
        <ram:VersionID>3.0</ram:VersionID>
        <ram:ConversationID>1</ram:ConversationID>
        <ram:SenderParty>
            <ram:PrimaryID schemeID="C">PACTXML</ram:PrimaryID>
        </ram:SenderParty>
        <ram:RecipientParty>
            <ram:PrimaryID schemeID="C">LMNOPLOGISTICS</ram:PrimaryID>
        </ram:RecipientParty>
        <ram:RecipientParty>
            <ram:PrimaryID schemeID="P">LMNOPLOGISTICSJPKN/TOKYO1</ram:PrimaryID>
        </ram:RecipientParty>
    </rsm:MessageHeaderDocument>
    <rsm:BusinessHeaderDocument>
        <ram:ID>007-12345621</ram:ID>
        <ram:Name>Master Air Waybill</ram:Name>
        <ram:TypeCode>741</ram:TypeCode>
        <ram:StatusCode>Received</ram:StatusCode>
    </rsm:BusinessHeaderDocument>
    <rsm:ResponseStatus>
        <ram:ConditionCode>Acknowledgement</ram:ConditionCode>
        <ram:Reason>No Errors</ram:Reason>
    </rsm:ResponseStatus>
</rsm:Response>
```

Figure 11: Cargo-XML Acknowledgement—No Errors Example

Flight Manifest (FFM) Example

```xml
<?xml version="1.0" encoding="UTF-8"?>
<ns0:FlightManifest
    xmlns:ns0="iata:flightmanifest:1"
    xmlns:ns2="urn:un:unece:uncefact:data:standard:QualifiedDataType:7"
    xmlns:ns3="urn:un:unece:uncefact:identifierlist:standard:5:ISO316612A:SecondEdition2006VI-6"
    xmlns:ns8="urn:un:unece:uncefact:codelist:standard:IANA:MIMEMediaType:2009-09-01"
    xmlns:ns4="urn:un:unece:uncefact:codelist:standard:6:0133:40106"
    xmlns:ns10="urn:un:unece:uncefact:codelist:standard:UNECE:DocumentNameCode:D09A"
    xmlns:ns1="urn:un:unece:uncefact:codelist:standard:5:ISO42173A:2009-09-09"
    xmlns:ns7="urn:un:unece:uncefact:codelist:standard:6:3055:D09A"
    xmlns:ns6="urn:un:unece:uncefact:codelist:standard:UNECE:TransportModeCode:2"
    xmlns:udt="urn:un:unece:uncefact:data:standard:UnqualifiedDataType:8"
    xmlns:ram="iata:datamodel:3"
    xmlns:ns9="urn:un:unece:uncefact:codelist:standard:IANA:CharacterSetCode:2007-05-14"
    xmlns:ns5="urn:un:unece:uncefact:codelist:standard:6:Recommendation20:6"
    xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance" xsi:schemaLocation="iata:flightmanifest:1 file:///c:/Users/JNuijte
    <ns0:MessageHeaderDocument>
        <ram:ID>XX123420230330PVG</ram:ID>
        <ram:Name>Transport Loading Report</ram:Name>
        <ram:TypeCode listID="1001" listAgencyID="6" listVersionID="D09A">122</ram:TypeCode>
        <ram:IssueDateTime>2023-04-01T12:17:50</ram:IssueDateTime>
        <ram:PurposeCode>Creation</ram:PurposeCode>
        <ram:VersionID>2.00</ram:VersionID>
        <ram:ConversationID>2d650120-8x53-94fb-e28b-cfb1adef00ff</ram:ConversationID>
        <ram:SenderParty>
            <ram:PrimaryID>QQQMMAA</ram:PrimaryID>
        </ram:SenderParty>
        <ram:RecipientParty>
            <ram:PrimaryID>DDDUNPA</ram:PrimaryID>
        </ram:RecipientParty>
    </ns0:MessageHeaderDocument>
    <ns0:BusinessHeaderDocument>
        <ram:ID>XX123420230330PVG</ram:ID>
    </ns0:BusinessHeaderDocument>
    <ns0:LogisticsTransportMovement>
        <ram:StageCode>Main-Carriage</ram:StageCode>
        <ram:ModeCode listID="Recommendation 19" listAgencyID="6" listVersionID="2">4</ram:ModeCode>
        <ram:Mode>AIR TRANSPORT</ram:Mode>
        <ram:ID>XX1234</ram:ID>
        <ram:SequenceNumeric>1</ram:SequenceNumeric>
        <ram:TotalPieceQuantity>0</ram:TotalPieceQuantity>
        <ram:UsedLogisticsTransportMeans>
            <ram:Name>N706PT</ram:Name>
        </ram:UsedLogisticsTransportMeans>
        <ram:DepartureEvent>
            <ram:DepartureOccurrenceDateTime>2023-03-30T00:00:00</ram:DepartureOccurrenceDateTime>
            <ram:DepartureDateTimeTypeCode>S</ram:DepartureDateTimeTypeCode>
            <ram:OccurrenceDepartureLocation>
                <ram:ID>PVG</ram:ID>
                <ram:TypeCode>Airport</ram:TypeCode>
            </ram:OccurrenceDepartureLocation>
        </ram:DepartureEvent>
    </ns0:LogisticsTransportMovement>
    <ns0:ArrivalEvent>
        <ram:ArrivalOccurrenceDateTime>2023-03-31T09:36:00</ram:ArrivalOccurrenceDateTime>
        <ram:ArrivalDateTimeTypeCode>S</ram:ArrivalDateTimeTypeCode>
        <ram:DepartureOccurrenceDateTime>2023-03-30T21:59:00</ram:DepartureOccurrenceDateTime>
        <ram:DepartureDateTimeTypeCode>S</ram:DepartureDateTimeTypeCode>
```

```
        <ram:OccurrenceArrivalLocation>
            <ram:ID>YUL</ram:ID>
            <ram:TypeCode>Airport</ram:TypeCode>
        </ram:OccurrenceArrivalLocation>
        <ram:AssociatedTransportCargo>
            <ram:TypeCode>NIL</ram:TypeCode>
        </ram:AssociatedTransportCargo>
    </ns0:ArrivalEvent>
</ns0:FlightManifest>
```

Figure 12: C-XML FFM Example

3.5.2   C-IMP Message Submission Examples

The following are examples of master and house waybills with acknowledgement and error responses in C-IMP and CAMIR. The final example contains flight manifest information in the FFM C-IMP message type.

Master Waybill Submission Example

```
FWB/16
000-12345623BERYVR/T2K35MC0.12
FLT/TK2171/06/TK0035/08
RTG/ISTTK/YULTK
SHP
/VCE OUTO. HANS RILMACHT
/7 MAGISTRATSWEG.SPANDAU
/BERLIN
/DE/13591
CNE
/ANDRE ESCOTT LTD
/1326 DAVIE STREET VANCOUVER
/BRITISH COLUMBIA/BC
/CA/V6E1N6
AGT/0KASSIE/1237164/0077/CAT
/EKOL LOJISTIK ANONIM SIRKETI
/ANK|
CVD/USD/PP/PP/NVD/NCV/XXX
RTD/1/P2/
48/CQ/W35/R4.8/T230.4
/NG/CAR WINDOW ASSSEMBLY.CAR PARTS
/2/ND//CMT43-43-24/1
/3/ND//CMT53-53-28/1
/4/NV/MC0.12
OTH/P/AWA60FEC30MOC60
/P/CGC3FSC7.2
PPD/WT230.4/VC0/TX0
/OA60/OC100.2/CT390.6
ISU/06JAN23/BERLIN ESENBOGA/EKOL
OSI/E-AWB SB000177
REF/ISTHSTK
COR/T1
SPH/EAP/ECC/SPX
OCI//ISS/RA/TR YA-A 019-03 0427
///SM/S15
///SN/909687
///SD/06JAN231602
///SM/XRY
/TR/
SS/RA/TR YA-A 019-07 0327
///ED/0627
```

Figure 13: C-IMP Master Waybill Submission Example

Acknowledgement Response Example

```
PSN
000-12345623
CSN/SR/11OCT1705/No Errors
```

Figure 14: CAMIR Acknowledgement Response

```
PSN

CSN/SR/24SEP1459/No Errors
```

Figure 15: CAMIR Acknowledgement Response to FFM

House Waybill Submission with Errors Example

```
FHL/5
MBI/123-45678902MAAYYZ/T1K77
HBS/MAA12326064/MAAYYZ/1/K77/1/ELECTRIC MOTOR
/EAP/NSC
TXT/ELECTRIC MOTOR - STEEL AND COPPER
HTS/850132
SHP
NAM/LLM FORGINGS LTD
ADR/PARANUR VILLAGE
LOC/PARANUR/TN
/IN/603198
CNE
NAM/ENEDYM INC
ADR/301A-175 MAIN STREET SOUTH
LOC/HAMILTON/ON
/CA/L8M 0A1
CVD/INR/PP/NVD/NCV/XXX
```

Figure 16: C-IMP House Waybill with Errors

Error Response Example

```
PER

ERR/400/BAD_WBL_FORMAT
```

Figure 17: CAMIR Error Response Example

## Flight Manifest (FFM) Example

```
FFM/8
1/WS2569/30JAN/MXP/C-GVWJ
YVR
000-12345622MXPYVR/T2K60MC0.14/WATCHES
000-12345633MXPYVR/T2K40MC0.12/PERSONAL EFFECT
ULD/AKH16867ZZ
000-12345655MXPYVR/T1K45MC0.53/DOCUMENTS
ULD/AKH17454ZZ
000-12345699MXPYVR/S1K150MC1.50T3/TEXTILES/ECC
000-12345688MXPYVR/T1K14MC0.14/MEDICINES
/PER
ULD/DVA1234ZZ
000-12345601MXPYVR/T15K80MC1/SPORTS EQUIP
LAST
```

Figure 18: C-IMP FFM Example

4 PACT Targeting Process Flow

PACT Targeting Process Flow

57
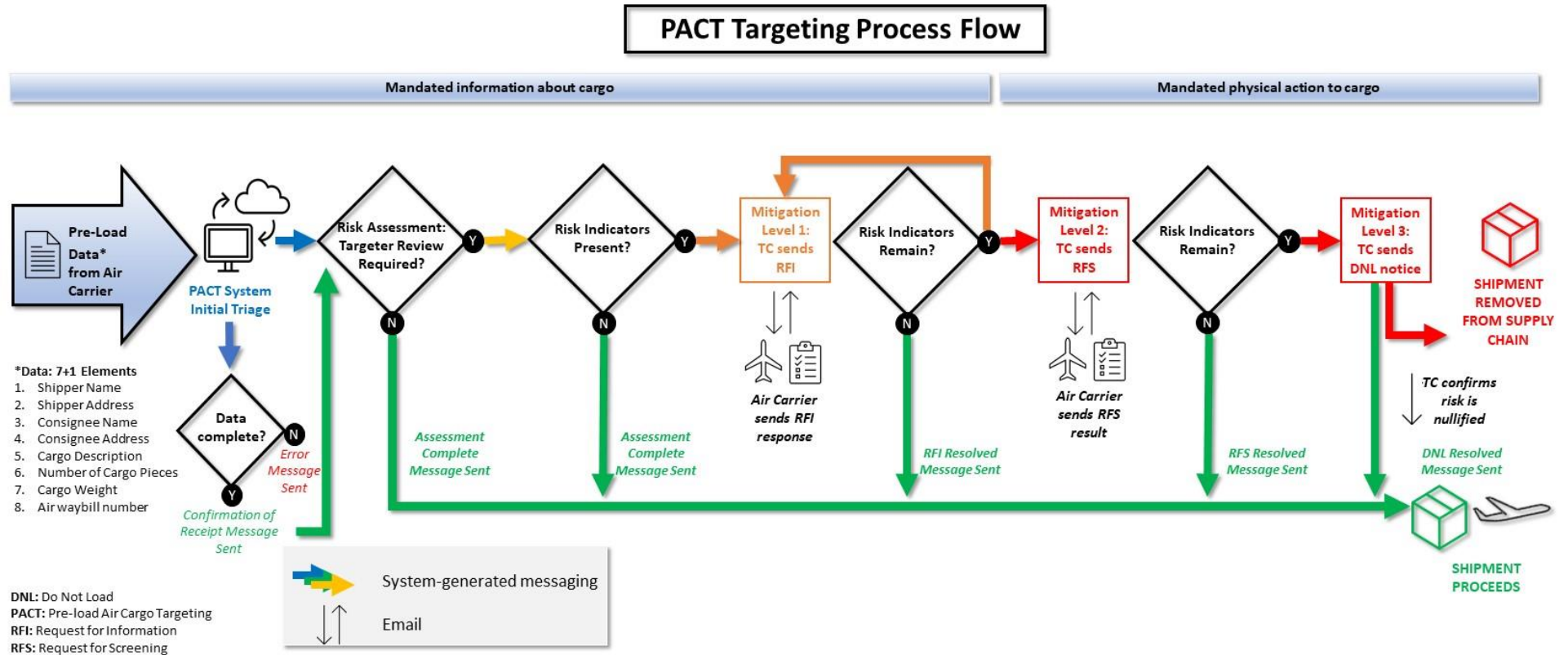
5 Glossary

Abbreviation/Term	Definition
API	Application Programming Interface
C-IMP	Cargo Interchange Message Procedures. A message protocol and standard created by IATA.
Cargo-XML	XML standard created by IATA used in electronic communication.
CAMIR	Customs Automated Manifest Interface Requirements. A PACT system response type (in response to C-IMP).
CSN/XCSN	Customs Status Notification response message type
Data Submitter	The entity submitting digital waybill information to PACT.
DNL	Do Not Load
FFM (C-IMP) XFFM (Cargo-XML)	Flight manifest message
GSA/GHA	General Sales Agent/Ground Handling Agent
HAWB, HAWB#	House air waybill, house waybill number
IATA	International Air Transport Association
LPD	Last Point of Departure. The last stop in a routing before departing for Canada.
MAWB, MAWB#	Master air waybill, master waybill number
PACT	Pre-load Air Cargo Targeting
PER	Preliminary Error Report. Error response from PACT in C-IMP format.
PSN	Preliminary Status Notification. Acknowledgement response from PACT in C-IMP format.
RFI	Request for Information
RFS	Request for Screening
XFNM	Response message sent in Cargo-XML format.

6 Unacceptable Characters and Descriptions

The following section provides examples of messages that will be rejected because the required detail is missing.

If messages with unacceptable data are submitted to PACT, a synchronous data error is sent to the submitter and the message is rejected. See sections 3.3.1 XFNM Message Responses and 3.4.1 Preliminary Error Report (PER) Messages for a list of errors in C-XML and CAMIR. These errors are sent immediately but can also be manually generated upon review by a targeter (see section 6.3 Insufficient/Poor Data Quality).

6.1 Unacceptable Characters in Shipper/Consignee Name, Address or Commodity Description Fields

The following characters and numbers are not accepted if this data is submitted as one of the following:

- Shipper name
- Shipper address
- Consignee name
- Consignee address
- Commodity description

Characters	Explanation
1004, 1005, etc. (numbers)	Descriptions that only contain numbers are not accepted.
WPX. .wpx (file extension)	Descriptions that only contain file extensions are not accepted.
XXX, … (three or more equal symbols or letters)	Descriptions that only contain three or more identical symbols or letters are not accepted.
".", "-", " " (empty characters)	Descriptions that only contain empty characters are not accepted.
$%^&<>:"/|?* (special characters)	Descriptions that only contain special characters are not accepted.
!£12 (special characters and numbers)	Descriptions that only contain special characters and numbers are not accepted.

6.2 Unacceptable Commodity Descriptions

The following list shows examples of commodity descriptions that do not contain enough detail and will be rejected by PACT.

- Accessories
- All kind of cargo

- All kind of goods
- Articles
- AWB/HAWB
- Baggage
- Birthday gifts
- Bits
- Box
- Case
- Charity
- Collected items
- Commodity
- Company names

Component

- Consumer
- Equipment, EQP
- Freight all kinds, FAK
- From UPU Postal
- Gift box
- Gifts
- Gizmos
- Goods, GDS
- Handling codes
- Invoice
- Joint shipping
- Label
- Line
- Likewise
- Mail
- Materials
- Merchandise, Merc.
- Miscellaneous products, Misc, Mixed, Mix
- Model
- None
- Odd parts
- Others
- Pad
- Package numbers
- Pallets, PLT
- Parcel
- Parts
- Personal address
- Personal effects

Pieces, pces

- Pre-addressed parcel

- Private things
- Products
- Returned goods

Said to contain, STC

- Sample
- Samples for analysis
- Scrap
- Several
- Several goods
- Souvenirs
- Spare
- Spare parts, SPPT
- Sporting goods
- Stuff
- Substance
- Test
- Things
- Toys
- Various
- Various goods
- Various products
- White goods

6.3   Insufficient/Poor Data Quality

In the case where a targeter finds insufficient or poor data quality within the required PACT data elements, an error is manually generated. See sections 3.3.1 XFNM Message Responses and 3.4.1 Preliminary Error Report (PER) Messages for a list of errors in C-XML and CAMIR. An email will also be sent to ensure the error is received by participants who do not have two-way messaging enabled (see section 7.4 Insufficient/Poor Data Quality for an example of the email template).

Note: Participants are not required to respond to Insufficient/Poor Data Quality emails. When an error message or Insufficient/Poor Data Quality email is sent, the expectation is that the master or house waybill will be resent with amended data.

7 Email Templates

7.1 Request for Information (Open and Closed)

Subject: OPEN PACT REQUEST FOR INFORMATION (RFI): AWB# <<<insert *airwaybill number>>>

From: RFIPACT-DDICFAPC@tc.gc.ca
To: 24/7 Contact
CC: RFIPACT-DDICFAPC@tc.gc.ca

Transport Canada is requesting additional information respecting the cargo identified in this air waybill (see subject line) pursuant to subsection 741(3) of the *Canadian Aviation Security Regulations, 2012* (CASR).

Until this RFI is closed, you are prohibited from transporting this cargo on a flight to Canada as per subsection 743 (b) of the CASR.

Please send a response to RFIPACT-DDICFAPC@tc.gc.ca with the Consignment Security Declaration (CSD) and a complete copy of the master air waybill including any handling codes, as applicable.

[Ability to enter free text]

Thank you,
Pre-load Air Cargo Targeting (PACT) Program
Transport Canada

Subject: CLOSED PACT REQUEST FOR INFORMATION (RFI): AWB# <<<insert *airwaybill number>>>

From: RFIPACT-DDICFAPC@tc.gc.ca
To: 24/7 Contact
CC: RFIPACT-DDICFAPC@tc.gc.ca

No further action is required after the assessment of the additional information you provided.

This RFI is closed.

Thank you,
Pre-load Air Cargo Targeting (PACT) Program
Transport Canada

7.2   Request for Screening (Open and Closed)

Subject: OPEN PACT REQUEST FOR SCREENING (RFS): AWB# <<<insert *airwaybill number*>>>

From: RFIPACT-DDICFAPC@tc.gc.ca
To: 24/7 Contact
CC: RFIPACT-DDICFAPC@tc.gc.ca

Transport Canada is requesting additional screening respecting the cargo identified in this air waybill (see subject line) pursuant to section 742(1) of the *Canadian Aviation Security Regulations, 2012* (CASR).

Until this RFS is closed, you are prohibited from transporting this cargo on a flight to Canada as per section 743(d) of the CASR.

After the screening is carried out, please send a response to RFIPACT-DDICFAPC@tc.gc.ca with the following information:
   a)   the screening methods used;
   b)   the date and time of the screening;
   c)   the air waybill number;
   d)   if the cargo contained a threat item, the action taken to remove the threat.

[Ability to enter free text]

Thank you,
Pre-load Air Cargo Targeting (PACT) Program
Transport Canada

Subject: CLOSED PACT REQUEST FOR SCREENING (RFS): AWB# <<<insert *airwaybill number*>>>

From: RFIPACT-DDICFAPC@tc.gc.ca
To: 24/7 Contact
CC: RFIPACT-DDICFAPC@tc.gc.ca

No further action is required after the assessment of the screening information you provided.

This RFS is closed.

Thank you,
Pre-load Air Cargo Targeting (PACT) Program
Transport Canada

7.3 Do No Load (Open and Closed)

Subject: DO NOT LOAD NOTICE (DNL) - PACT: AWB# <<<insert *airwaybill number*>>>

From: RFIPACT-DDICFAPC@tc.gc.ca
To: 24/7 Contact
CC: RFIPACT-DDICFAPC@tc.gc.ca

This is a Do Not Load (DNL) notice

Transport Canada is prohibiting the transportation of the cargo identified in this air waybill (see subject line) on a flight to Canada pursuant to subsection 743(c) of the *Canadian Aviation Security Regulations, 2012*.

Please respond to RFIPACT-DDICFAPC@tc.gc.ca to acknowledge receipt of this message.

[Ability to enter free text]

Thank you,
Pre-load Air Cargo Targeting (PACT) Program
Transport Canada

Subject: CANCELLED DO NOT LOAD NOTICE (DNL) - PACT: AWB# <<<insert *airwaybill number*>>>

From: RFIPACT-DDICFAPC@tc.gc.ca
To: 24/7 Contact
CC: RFIPACT-DDICFAPC@tc.gc.ca

The Do Not Load (DNL) notice has been cancelled. The cargo identified in this air waybill (see subject line) is no longer prohibited from being transported on a flight to Canada.

This DNL is closed.

Thank you,
Pre-load Air Cargo Targeting (PACT) Program
Transport Canada

7.4 Insufficient/Poor Data Quality

Subject: MESSAGE REJECTED BY PACT: INSUFFICIENT/POOR DATA: AWB# <<<insert *airwaybill number>>>*

From: RFIPACT-DDICFAPC@tc.gc.ca
To: 24/7 Contact
CC: RFIPACT-DDICFAPC@tc.gc.ca

Due to insufficient/poor data in the following fields, AWB#<<<insert airwaybill number>>> does not meet subsection 741(1) of the *Canadian Aviation Security Regulations, 2012* (CASR) and has been rejected.

[Display title(s) of checked box(es) and content from raw message]

Please resubmit with amended data.

Thank you,
Pre-load Air Cargo Targeting (PACT) Program
Transport Canada

7.5 Unplanned System Outage

Subject: NOTICE OF PACT UNPLANNED SYSTEM OUTAGE

From: PACT-Information-CFAPC@tc.gc.ca
To: 24/7 Contact
CC: PACT-Information-CFAPC@tc.gc.ca

Start Date/Time (ET):
Estimated End Date/Time (ET):

Please be advised that Transport Canada is currently experiencing an unplanned system outage impacting data submissions and acknowledgement messages to and from the system (respectively). [IF APPLICABLE: The outage is also impacting the PACT system's assessment complete message.]

The current estimated duration of this outage is 30 minutes. Transport Canada is working to resolve the issue and will notify you of updates by email once 30 minutes have elapsed.

Please ensure you have access to your Transport Canada Secure Communications Portal (TCSCP) account for related notifications. Additional details on outage procedures have been made available in the PACT Technical Implementation Guide.

Please queue your data submissions in anticipation of the resumption of system availability or until notified otherwise.

Please do not reply to this email unless you require Information Technology (IT) Support. Support is available during business hours via the PACT inbox. Transport Canada also operates a 24/7 Operations Centre available via email [address to be inserted when required] after hours.

We thank you for your patience and cooperation.

Pre-load Air Cargo Targeting (PACT) Program

Transport Transports
Canada Canada