

SEMINAR CONTENTS

The items in the agenda provided, attempt to bring the audience through a logical sequence of Cargo Operational, Accounting and Interfacing events aimed at encompassing all that is relevant to the Cargo industry and to conform with the procedures set up by the individual Airlines.

A further aim is to show the audience in the most practical way how the Cargo System was originally designed and how it has changed to meet the Industry demand.

The second portion of the Seminar looks at the interface aspect between all Cargo Industry participants and other supporting Systems.

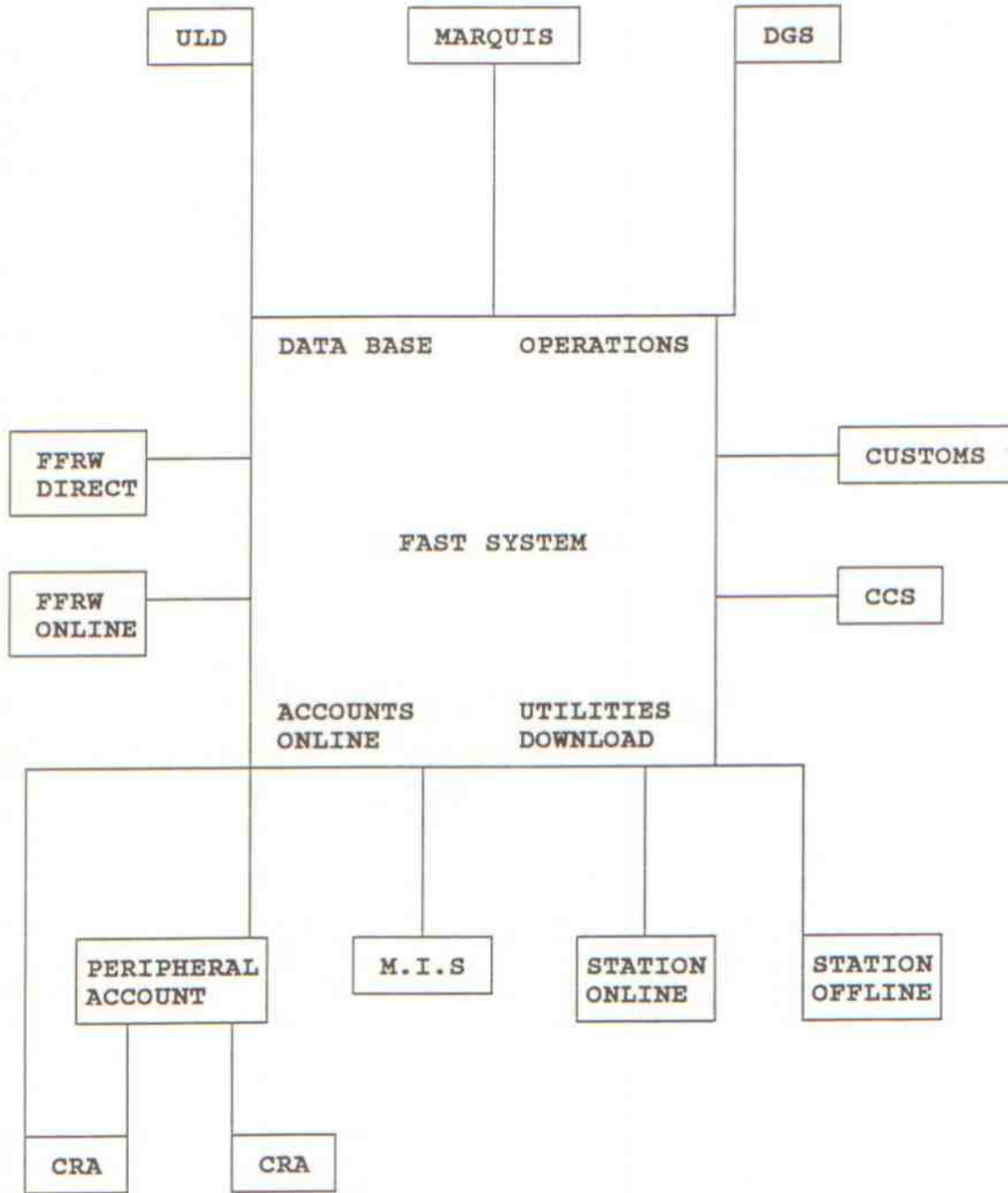
BACKGROUND

The Cargo System, known as FAST, was introduced in SITA in 1983. This System bought from Alitalia gave SITA exclusive Hosting rights to serve Airlines who prefer an hosting solution, which gives total neutrality and specialised support, rather than go for an expensive in-house solution.

Being hosted ensures that the System is continuously updated privately or generally, at a very low cost, to meet the Airline and Industry demand.

The System has been enhanced to such a high level standard, particularly on the operational side, that we can now positively say there is no match anywhere in the world.

FAST FUNCTIONS AND INTERFACES



CENTRAL DATA BASE

The Cargo System is divided by Airline partitions each one with its own secured data base and procedures. This ensures that no partitions are equal but with an inbuilt facility allowing easy and cost effective access to Airlines in need of interfacing with each other without expensive communication costs.

A partition is assigned to each Airline to train and test the different functions until a cut-over date, by which time the Airline may continue training in one of the several live training partitions or by the aid of the on-line Computer Based Instruction (CBI).

The data base specific for each Airline is created by trained Airline personnel (HDQ), to adapt to the Airline working procedures and to satisfy the Airline's schedules. The data base is kept active in System records and validated for as long as is necessary.

There are a number of data base records mostly integrating with each others, to ensure the correctness and delivery of responses.

Each data base record is created, updated and cancelled via Action codes. In FAST system any letter, digit and character or combination of all three is an action code.

The very first data base record is the CST.

The Cargo Sign-in table contains the personal and duty codes of all Agents allowed to access the partition and its specific functions.

Once access is granted three more records need to be initialled.

The AAA (Terminal address) to allow a physical terminal address, screen or printer, to converse with the System.

The CAP (Cargo assisted printers) to assign a symbolic printer address.

The ROT (Read out Teletype) to link a symbolic printer address to a physical printer address.

*@WT*MA display CRTs*

Specific terminals are allowed access to the Online Schedule Change functions which in turn permits the creation of records reflecting the Airline's direct and indirect flight routing.

The CCT record (Cargo City table) for the creation of Cities/Airports and its level of mechanisation and needs.

The CFM record (Cargo Flight master) for the creation of flight schedules, availability *Y.bcfmma* and needs.

The IEA record (Indirect Enroutment addition) to ensure goods are transported on the longest Host leg flight and transferred to a chosen Carrier.

Outside of the Online Schedule change function, the Airline can create the CEM record (Cargo Exception master), which contain the Allotment masters within specified CFMs periods.

When the CFM/CEM operating period falls within the " Current period ", the System automatically creates the date CFR (Cargo Flight record) and links this to relevant CFEs (Cargo Flight exception record) called Allotment record.

The Current period is known as Yesterday, Today plus the next twelve days.

If the need arises the Airline can create a CFS (Cargo Flight special) called Extra flight to support an immediate schedule requirement.

HDQ will at this point create a number of tables, strictly relating to the Airline's own procedures, which validate the requests made by the users of the System or by other Airlines systems.

Some of the tables that will be initialled are;

The CSF (Cargo Sales facility) which validate booking made by off-line stations and other systems received in Cargo-Imp format.

The auto FFR table, Freight Booking request, to send automatic FFR Cargo-Imp booking to selected Airlines.

The auto FFM/FWB table, Flight Manifest and Flight Airwaybills, to send automatic Manifest and AWBs data to selected Airlines or Handling Agents.

The Handled Carriers table, to enable Handled Airlines in one's own partition to be processed in similar fashion to the Host Airline.

The Reforwarding details table, to automatically send reforwarding details of shipments originating at Stations not directly connected to the System.

The Currency codes and Currency conversion tables, to permit on-line conversion of charges at destination.

The AWB prefix table, to enable or inhibit acceptance of other Airlines AWBs and to print neutral AWBs with Airlines logo.

The information display message, to broadcast news to any agent accessing the System.

The Pax/Cargo equivalence table, to automatically increase the capacity of cargo load when passengers seats are unsold.

The activation and deactivation of manual and automatic queues to support the Airline's internal procedures.

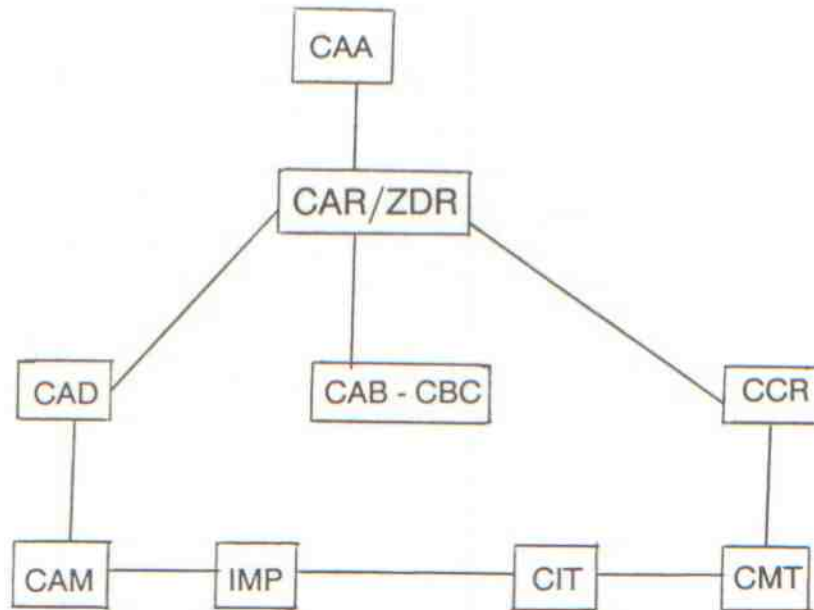
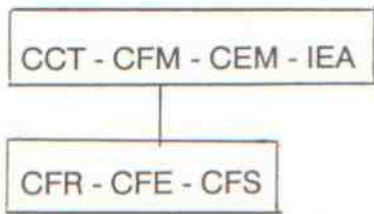
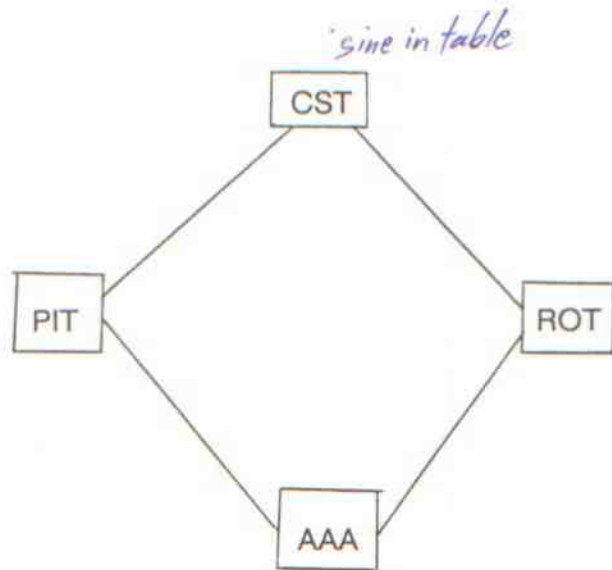
The ability or inability to send direct and inter-system OUS messages.

The on-line monitoring of specific terminals.

On Flight control, HDQ may also choose to adopt a number of facilities which;

- allow or disallow a booking.
- open or close sales facility.
- inhibit bookings to specific offpoints.
- release space control to specific boardpoints (CRFO).
- distribute allotments.
- send booking through the yield control function.

HOST SYSTEM RECORD STRUCTURE



OPERATIONS

The major record in the operation System is the CAR (Cargo Assembly record). This record assembles the data required to inform the User regarding the total movements of a shipment with its descriptive relevant charges.

The CAR cannot be duplicated and the record is initiated and the data stored either by the creation of an AWB number or by blocking space on a specific flight/date when EOT (End of Transaction) is performed.

Different Agents with specific duties may initial a CAR, and whatever action is taken is recorded in the CAR each time an EOT is performed.

The CAR is divided into active fields and cancelled fields. In the active fields we find pieces of information which can be Basic (the data must exist to complete a shipment) or Optional (the data is only required for further information) In the cancelled fields we find basic and optional information which was once valid during the life cycle of a CAR.

The CAR is "ready" for manifest and/or delivery/transfer when both document and freight data is inserted and the CAR is allocated to a specific controlling City.

The CAR is Domestic if both Origin and final Destination in the routing are Cities/Airports within the same Country. Viceversa the CAR is International by default.

A CAR without document data is considered Domestic.

Within the CAR there is the ZDR (Payment record) and ZHR (Payment record changes). A display requesting Payment information will pick up the data from the ZDR, while a request for Operational information will pick up the data from the CAR.

RELEASING AN AWB.

CAR All fields from Active to Cancelled except releasing field. I.E Customs out.

CAD The CAR is removed from the Destination record.

CCR The CAR is removed from the Consignment record.

CBC or CBA The CAR is removed from the Warehouse record.

CDR The CAR receives a Purge date and this date is reflected in the CDR.
The CDR also reflects if the CAR is FD, was ever sent to CIT and/or is still located in CRA queues.

FD The CAR may also receive Final Disposition if it is an Import or transfer CAR.

CQC After FD the CAR may be sent to CRA queues.

CIT Released from CQC the CAR will be written to the first CIT run.

PURGE DATE All CARS released receive a Purge date.

FM File Maintenance ensures that all CARS with an expired Purge date are removed from the on-line System.

CMT All CARS removed by a File Maintenance run are stored in in the Cargo Maintenance tape for History retrieval.

RESERVATION

Reservation offices have different options by which to book a consignment on to a flight.

The options are dictated by the Airline's procedures.

A Reservation agent may, according to his duty, book shipments directly on to a flight. If the agent is not authorised, he will need to request space to the Central Reservation office.

The space on a flight may be pre-allocated to specific Stations and to Agents operating out of that Station (Allotments).

If any of the space is not pre-allocated, this is normally used for free sales parameters or first come first served basis.

If any of the allocated space is not sold, this is reversed back to the general capacity at allotment release.

The allotments are released by the System 24 hours before the departure of the flight.

They can also be released manually before the 24 hours deadline or automatically beyond the deadline, by aircraft type.

A booking is active only when it is made for a flight operating within the current period (today plus 12 days).

A booking made outside of the current period is accepted but will not become active until the flight enters the current period.

Booking on to a flight may be direct or via Cargo Imp (FFR).

The FFR is a message sent by off-line Stations or by other Freight Forwarders or Airline Systems.

The FFR filters through the Sales facility table before it is accepted or rejected.

The volume of a shipment is calculated either by the IATA density codes or by the Commodity description of any booking.

AIRWAYBILL AND FREIGHT ACCEPTANCE

BACKGROUND

Before we can look in detail at system usage in this area we need to look at the operational environment in which these actions are to be carried out.

For each Carrier there will be a different set of circumstances to deal with depending on their type of operational network and their geographical location. Even the size of individual stations needs to be taken into account when looking at how best to utilise the system in order to give a Carrier the best return on it's efforts.

TYPE OF STATION

HUB

FULL MECH ON LINE

FULL MECH ON LINE - HANDLING COMPANY

RES MECH ON LINE - HANDLING COMPANY

NON MECH - HANDLING COMPANY

TOWN OFFICE - HANDLING COMPANY

SIZE OF COMPANY

DEPARTMENTALISED

SINGLE OPERATOR

LOCAL VARIATIONS

No two airports or operational centres are exactly alike.

By their very nature there will be differences in office and warehouse layouts, position on the airport, local and governmental regulations and the personalities of the staff employed.

These will have an affect on how each Carrier physically handles cargo and document flows.

With so many variables how best do we manage to maintain control of cargo movements.

CONTROL

The key to success is to provide a disciplined framework of procedures within which staff operate and ensure that they have the correct information on which to base decisions.

PROCEDURES PLUS INFORMATION PLUS SYSTEM EQUALS CONTROL.

SYSTEM

The system provides the ability to achieve a Carriers operational requirements and provide a high level of Customer support.

In essence the acceptance function has three main criteria:

- 1.SERVICE TO CUSTOMERS
- 2.OPERATIONAL CONTROL
- 3.PROTECTION OF THE CARRIER

ACCEPTANCE

Cargo will arrive on our doorsteps from one of the following sources:

1.TRANSFER FROM ANOTHER CARRIER

- AWB
- FWB
- SIMULATED PRORATION

2.AGENT

- AWB
- FWB

3.TRANSIT

- FWB
- ROB
- RAMP TRANSFER
- NEXT/LATER FLIGHT

4.CUSTOMER DIRECT

- AWB ISSUANCE
- RATING
- PRICING
- INVOICING
- CASH MANAGEMENT

DATA CAPTURE

As we have already seen there are two ways that data can be input into the system:

1.KEYBOARD

STAFF INPUT AT FIRST MECHANISED POINT
DEPARTMENTALISED BY FUNCTIONAL AREA
SINGLE OPERATOR
ITEM OR STRING INPUT FORMAT

2.ELECTRONIC DATA TRANSFER

OTHER CARRIER SYSTEMS
AGENTS SYSTEMS
TELETYPE TRANSFER

The industry as a whole achieves this interchange of information by use of IATA CARGO IMP formats.

The increased usage, developement and linkage of these systems is reducing the input time and increasing the value of electronic information within the industry.

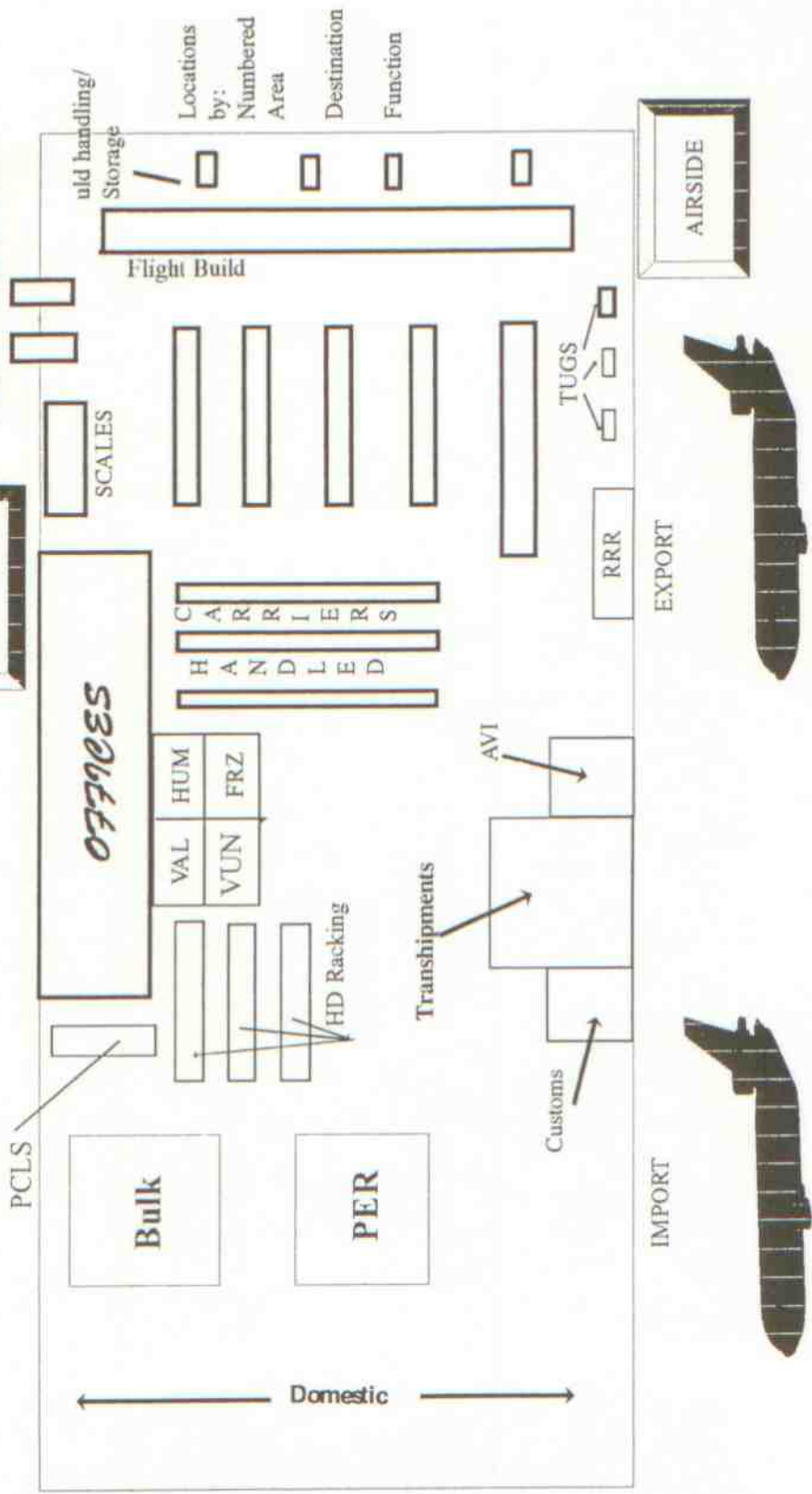
CARGO FLOW

We have looked in some detail at the flow of documentation through the system and we now turn to the control of cargo through the warehouse.

WAREHOUSE CONTROL

- 1.WHEN IS IT RELEVANT
- 2.LAYOUT AND CONTROL OF STORAGE AREAS
- 3.INVENTORY CONTROL
- 4.PRE/POST FLIGHT CONTROL
- 5.ULD INTERFACE

Warehouse Control



DOMESTIC RATING AND PRICING

An AWB can be rated and priced automatically by the System if it is a Host Domestic AWB. By Domestic AWB is intended a shipment that initiates and terminates its journey in the same Country and therefore the Airports involved in the transport must be known by the System as Domestic Airports.

The Rating tables available in the System are updated directly by the Airline and these currently support any combination of breakpoints with the following Class rates;

M for Minimum charge
GEN.... for Normal or Quantity charge
SCR.... for Specific Commodity charge
CRN.... for Commodity Rate number

With Domestic AWB rating the Currency both at origin and destination obviously default to the Currency of that Country.

The Pricing tables available in the System are also updated directly by the Airline and these currently support a Cartage service known as Pick-up and Delivery charges from and to specific zones within a given City.

Other Pricing elements automatically calculated by the System via pre-set parameters, which may be unique for each Airline, are;

COD fee if a COD amount was entered in the CAR.
Insurance fee if an Insurance amount is in the CAR.
Excess Val.fee if a Value for carriage was declared.
TAX as a percentage of the weight charges.

The Domestic AWB may be rated and Priced through KG or LBS values and based on the charge code the Total charges are allocated to the Consignee (CNEE PAYS) and/or to the Shipper (SHPR PAYS).

The Domestic AWB creation and print requires very little data as most fields are automatically assumed by the System particularly on the Accounting side.

Example of a simple AWB creation;

```
- N  
1KHI/ISB  
5CCPX  
6A/P10/K100/CL1*TEXTILES*GEN  
EOT
```

This minimum of data creates a full CAR/ZDR, allows the AWB print and the shipment is also ready to be manifested.

INTERNATIONAL RATING

The Airlines linked to Marquis have direct access to International Published rates as quoted in TACT or ABC manuals and the receiving data is used by the System to automatically rate a consignment.

The objective of autorating is to give the Agent the ability to quote Transportation cost for a particular shipment in real time and without the need to interrogate the manual; it also gives the ability to identify rates error when an AWB is captured by the Agent which was manually rated and finally to use the rated data for yield control and proration.

The parameters which set an Autorating process are all within a CAR, such as the routing and the chargeable weight.

An agent creating a CAR can be more specific with his entries and therefore by entering a (SHC) Special Handling Code, the System will attempt to find a Surcharge or Rebate rate. By entering an (SCR....) Special Commodity Rate, the System will attempt to rate the shipment based on that SCR.

By entering dimensions, the System will automatically calculate the dimensional weight and if this is found to be higher than the gross weight, it will be used for rating.

Published rates are stored in the CAR/ZDR in order to print the AWB and to produce gross revenue sales reports.

With an International AWB, rated automatically by the System, most of the Accounting fields are assumed by the System enabling the Agent to finalise a CAR/ZDR with very few entries.

Autorating is also performed for multi-commodity shipments and can be replaced by manual rating if the need arises.

PRIVATE RATING

Airlines that have access to the MARQUIS System and/or have CROMA interface, can have their CAR/ZDR inclusive of private rates data.

The objectives of Private rates calculation is to obtain Net revenue Sales reports, Agents sales statistics, Yield control and Proration for bilateral agreements.

The private rates data base is also stored in Marquis in secured tables which are updated on-line or in batch directly by the Airlines. Access to this data is available to specific Agents, via specific security codes and security sets.

The Private rates data base may contain Discounted rates. This is a percentage discount on Published rates and therefore the data is easily transported on-line from the Published rate table to the Private rate table.

There are also Flat rates and these are created directly by the Airline and loaded into Marquis Private rate table via batch process and finally we have Spot rates which can also be loaded into Marquis via batch process or directly entered into the CAR/ZDR.

The private rate obtained is processed by the System to calculate the Net revenue of a shipment and both the unit value and net revenue is stored in a secured place of the CAR/ZDR for further processing.

Why:

- Yield control net value
- Proration on net revenue / not on Gross
Bilateral agreements
- Host proration net revenue CEG value
- Agent billings / net revenue
- statistic (Agent performance/revenue)
(station ——— " ———)

EXPORT SINGLE INVOICE

The main purpose of the single Invoice is to ensure that all types of payment are covered by documentation in alternative to the Cash report and Agent Billing.

Payment may be Cash and our Cash report fulfils that condition. It may be Credit and the Agent billing satisfies that control, but in certain cases payment may be delayed and associated with a Company that does not have Credit facilities with the Airline but is enough trustworthy to the Airline to allow credit payment.

The design of this document is made of three parts;

Part 1; Indicates the Office producing the Invoice. This information is picked up from the Customer profile table created by the Airline.

Part 2; Indicates the information about the shipment and the costs. This data is picked up from the CAR/ZDR.

Part 3; This portion may have added free text information picked up from a special subject within DRS and previously created by the Airline.

An Invoice will not print at Origin if there are no Prepaid charges and viceversa will not print at Destination if there are no Collect charges.

In both cases the System responds to the Agent with a screen message - INVOICE UNABLE - NO PREPAID CHARGES - or - NO COLLECT CHARGES -.

WORKING LISTS

When the CAR/ZDR is created some of its data compile a number of lists which are used to organise internal work in preparation for a flight departure, warehouse inventory control, tracing and delivery.

The lists which support flight departure space control are varied and can be displayed or printed in different formats.

The Current booking list. (CAD).

This list contains all shipments booked on a specific flight date within the current period or booked for a given offpoint comprising all of the current period.

The Future booking list. (CFB)

This list contains all shipments that have been booked for a flight/date or for a specific offpoint outside of the current period.

The Unconfirmed booking list. (CAD)

This list contains all shipments where a booking attempt was made and space was not available. These shipments are kept pending in the System awaiting manual intervention from the Reservation agent.

The Waitlist consignments. (CAD)

This list contains all shipments where a booking attempt on a Yield controlled flight was not successful.

The shipments are kept pending in the list until Flight preparation and further process takes place.

The Lying list. (CAD)

This list contain all shipments for a given offpoint that have not been booked. The shipments are listed in order of priority; those that must be sent on the first available flight, those that have been lying in the warehouse for more than a day, those that have been accepted today and finally those that have no commercial values.

The pre-manifest. (CAM)

This list obtained for a specific flight/date contains shipments that are booked regular or booked irregular. This means that the booking regular are ready for loading while for booked irregular, the shipments have yet to arrive in the warehouse or they have not been finalised by the Traffic agents.

This list also contains shipments from the Waitlist or Lying list if space permits.

At flight preparation, if the given space is not taken up by the shipments on the current booking list, the System will attempt to fill the flight with other consignments from other lists adopting the following logic;

First : Consignments on the Waitlist.

Second: Consignments on the Lying list in this priority;

Must go, Lying since yesterday, Lying today and finally consignments with no commercial value.

The lists which support Warehouse inventory control can also be displayed or printed and give relevant information to the warehouse staff for a thorough control of the warehouse locations.

The Carter location list. (CBC)

This list contains shipments that have been located in a Stacker area such as A092 or C330.

The Special location list. (CBA)

This list contains shipments that have been located in a Special area of the warehouse such as AVI or PER or LHR.

Recall of these list may be for a single location, a number of locations or for the total warehouse locations.

The lists that display the totality of shipments for Export, Transfer or Delivery residing at any one City, are called Recovery lists.

These lists may be used for Tracing and Delivery control.

The Export recovery list. (CAD)

This list contains all shipments unbooked in a "ready" or "not ready" status that have been accepted for export.

The Transfer recovery list. (CAD)

This list contains all shipments out of a specific City where the next Offpoint is not a City served by the Host Airline and therefore the shipments will be transferred to a non-handled Carrier.

The Booking recovery list. (CAD)

This list contains all shipments with an active booking segment for any flight served by that City.

The Import recovery list. (CCR)

This list contains all shipments arriving at a specific City which also gives relevant information to both the Tracing agents and Accounting agents.

FLIGHT PREPARATION

The Cargo Flight record (CFR) with its capacity is now ready to associate itself with a Pre-manifested and later Manifested document.

The Manifest is also a record called CAM. This record is initiated by Agent request. The CAM may be requested for a CFR which is active within the current period thus allowing Manifestation for future or past flights (Yesterday, Today plus 12 days).

When the CAM is requested the CFR is no longer open for Sale to the Reservation Agents and the total control of that flight is left with the Traffic agents.

The CAM maximum weight and volume capacity out of each Boardpoint is dictated by predetermined values stored in the CFR.

When pre-manifestation of a flight is requested, the System will attempt to fill the flight up to its maximum capacity by following a logical order of priorities.

Traffic agents (TS and TW) are allowed to manually remove and insert items from the CAM as the flight is being prepared.

The Manifest is an official document and may be released to the onward Station in different styles and formats, with or without ULD, with separate pages to indicate special or ramp transfer load.

While the Manifest is in progress it can only be updated by the Station controlling the load. All other Stations may look at that manifest and be ready to take certain actions such as pre-clearance advice, immediate delivery and quick transit.

A Station not directly involved with the Manifest may look at the load and individual CARs to gain information about current status of shipments.

Before or after the flight is departed, pre-determined parameters decide if the Manifest is to be transmitted to the onward unmechanised Station or onward Handling Carrier/Agent.

There is no need to transmit the Manifest to the onward mechanised Station as this is automatically done within the System and in such case the process is called Incoming Manifest.

The onward mechanised Station or incoming Station may only take actions on the Manifest if this is functionally released by the departing Station via the function of Customs out.

A table in the System identifies all Manifests yet to be processed or released and the same information appears on both the relevant CFR and on the list of departing flights out of a given Boardpoint.

When a Manifest is released several processes take place;

- All CARs associated with that Manifest receive a Purge date and the controlling City indicator is removed.

- All CARs associated with ULDs are detached from the ULDs unless the ULD and its content do not terminate its run at the onward Station. In such case the ULDs are kept pending awaiting a functional action of further Transit or Transfer.

- The Manifest and the Cars are transmitted to the onward Handling Carrier/Agent in FFM/FWB Cargo Imp format if this was the result of an agreement between the parties involved.

- All no-show booking are rejected to a Queue in the reservation Station that controlled the flight.

- The System at Manifest release gives a further display on the CFR to indicate the exact quantities of cargo shipped and its gross revenue out of each manifested Boardpoint.

- The Manifest or part of it, may be controlled or re-controlled by any mechanised Station including the departing Station in cases where the Flight was diverted to a different Station or returning to the Origin.

FLIGHT ARRIVAL

Where an Airline operates as an Import Station and therefore is fully mechanised within the System, it may receive Manifests in different ways;

- From an Handling Carrier/Agent system it may receive an automatic FFM and relevant FWBs. In this case the Import Station via a single functional entry partially creates and controls all the AWBs associated with that Manifest.

If the AWBs in question are transiting, there is no need for further actions on the CARs as those (FAST II) type records are ready to be manifested on the next flight and are treated like fully captured CARs.

If the AWBs are terminating at the Import Station and no FWBs have been received from the previous System, then the Import Station needs to complete the CARs of its Accounting and delivery data.

- From an unmechanised Station the Arrival Station may receive a manual FFM. In this case the incoming FFM may be wrongly formatted or incomplete and may require further manual intervention. Once the FFM is corrected then it will be processed similarly to the automatic FFM.

- The Manifest may be received from a previous mechanised Station within the System. In this case the Manifest is called Incoming Manifest and a single action is sufficient to take full control of the CARs which will become "Ready" for the next flight or for any relevant Transfer/Delivery.

As soon as the CARs are controlled by another mechanised Station, the Purge date is cancelled and it is not reset until a further Customs out action is performed to indicate a further Manifest release or Transfer and Delivery.

The CARs pertaining to Transit find their way to the next available onward flight and therefore to its relevant destination record (CAD).

The CARs pertaining to Transfer to other Airlines find their way to the automatic TFM or Transfer list (CAD).

The CARs pertaining to Delivery find their way to the Import lists (CCR) and/or Broker's list.

NOTIFICATION OF ARRIVAL

Clients without Credit facilities and unknown within the Customer profile of a Destination City, need to be informed that goods have arrived and are awaiting clearance instruction.

The Notification of Arrival document is produced to serve this purpose and its text may be released in different European languages.

The format of this document is made of two portions; One portion highlighting arrival and cost information data taken from the CAR/ZDR and the second portion made of free text format informing the Client how to proceed with Clearance and Collection.

Any Notification of Arrival printout is recorded in the CAR and such information can be used for delivery control or import tracing.

IMPORT TRACING AND DELIVERY CONTROL

This function is best handled via the use of manual CAR queues (CQC), General Options and Import lists (CCR).

The Airline will activate and assign a Queue to each possible tracing and delivery control function and may title each Queue independently to highlight the purpose of that function.

The functions for Tracing and Delivery control can be summarised as follows;

- Send first Notification of Arrival.
- Send second Notification of Arrival.
- Send Irregularity report and FRP message.
- Send Last notice of layover.
- Send CCA and return goods to Origin.
- Send Abandonment/Destruction notice.
- Prepare Cargo Damage report and send FAD.
- Send FAD for FDCA, FDAW, MSCA, MSAW and retain "dummy record"
- Prepare list of Charges collect AWB.
- Prepare list of Delivery notes.

How these functions are activated is shown in the following example;

Upon arrival of a flight an NOA is sent to a Client giving him seven days by which to reply. In this case the Import Agent will set an option in the relevant CAR at seven days to a Queue assigned specifically for this function.

If the Client responds within seven days the Option is cancelled and no further Tracing action is required. If the Option is not cancelled, the CAR is sent to a specific queue after seven days from creation of that Option.

Therefore anything found on the Queue, checked on a daily basis, means no response was received and a further NOA is necessary.

At this point a further option is placed in the CAR at another seven days for another Queue. If anything is found on this queue it will mean that an IRP is necessary.

The IRP is printed and the FRP is sent and the Import Agent will now set another Option at 30 days to another queue.

If this queue contains CARs it means a Last Notice of Layover or Abandonment notice and CCA may be due and so on until the Tracing and Delivery control functions are completed.

The same applies to CDR and FDCA, FDAW, MSCA, MSAW where an option at 2 days interval can be set to a single queue so that follow-up FAD messages can be sent to the relevant parties until the matter is closed.

The Import lists are an excellent tool for delivery control as they do release an abundance of information aimed at controlling the status of CAR/ZDR of all pending consignments.

The lists may be called for a specific period of time and they can be selective by shipments with Service indicator, shipments in Charges collect, shipments in Charges prepaid, shipments with missing data, shipments addressed to a Broker, shipments with an NOA sent and shipments where a delivery note was issued.

Monitoring of these lists will ensure a correct procedural approach to any import functions.

A further tool is the possibility to identify and retrieve CARs information by Shipper or Consignee name in cases where the AWB number is unknown.

DELIVERY

The CAR is ready for delivery once it has gone through Import control and Customs clearance procedures.

In a Country where the Airline is linked to a Customs System using CargoImp messaging procedure, the FAST system will not release the freight until a Clearance order from Customs has been processed by FAST. This is currently the case of Customs interface in Britain, Belgium and the United States.

There are two phases of Delivery:

The delivery of documents to Brokers and in this case the passage of documents is supported by the Delivery note.

The second phase is the Delivery of freight and in this case the supporting evidence will be the Customs out entry.

Both phases are recorded in the CAR for further process.

CAR STRUCTURE - IMPACT ON ACCOUNTS

- AWB NUMBER
 - KEY TO THE RECORD
 - TRANSFER ACCEPTANCE
 - STOCK CONTROL
 - PRORATION
- ROUTING/ITINERARY
 - FLOWN SEGMENT
 - TRANSFER SEGMENT
 - DELIVERY SEGMENT
 - PRORATION
- PAYMENT PARTY
 - TYPE OF ACCOUNT
- PAYMENT TYPE
 - CURRENCY
 - COLLECT/PREPAID
 - CASH/CREDIT
- QUANTITY
 - WEIGHT
 - DIMENSION
 - RATING
- CHARGES
 - WEIGHT CHARGES
 - PRICING
- FINAL DISPOSITION
 - DELIVERY
 - TRANSFER
 - FLOWN BY HANDLED CARRIERS
 - FINAL OFFPOINT NOT MECHANISED

AWB CYCLE

