



Ottawa, December 16, 2008

# MEMORANDUM D3-2-1

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## In Brief

### INTERNATIONAL COMMERCIAL AIR TRAFFIC AND CONVEYANCE REPORTING

1. This In Brief page has been revised to denote changes made as a result of the Government of Canada's Paperwork Burden Reduction Initiative. This revision replaces the In Brief page dated August 13, 2008.
2. This memorandum has been revised to update terminology and contact information at the Canada Border Services Agency.
3. This memorandum has been updated to include the specific reporting guidelines and procedures related to Advance Commercial Information (ACI) air conveyance notification.
4. Information related to the ACI program has been incorporated in to this memorandum and/or Memorandum D3-2-2, *Air Cargo – Import and In-transit Movements*, Memorandum D3-5-1, *Commercial Vessels in International Service*, and Memorandum D3-5-2, *Marine Cargo – Import Movements*.
5. This memorandum has been revised in order to correct missed track changes.
6. In accordance with the above, the following changes were made:
  - (a) Paragraph 10, Tariff Treatment of Aircraft in International Service, was deleted as details are available in the modal specific Memorandum (ex. D3-2-2, *Air Cargo Movements*).
  - (b) Paragraph 20, Charter Access to Airports, was amended. The information on importing aircraft for demonstration purposes were removed as details are available in D3-2-2, *Air Cargo – Import and In-Transit Movements* under the header Aircraft for Demonstration, found in paragraph 121 and 122 and procedures for remissions related to the importation of demonstration aircraft can be found in D8-1-9, *Imported Demonstration Aircraft Remission Order*.



Printed in Canada



Ottawa, August 13, 2008

# MEMORANDUM D3-2-1

## INTERNATIONAL COMMERCIAL AIR TRAFFIC AND AIR CONVEYANCE REPORTING

This memorandum outlines the Canada Border Services Agency's (CBSA's) procedures for the advance notification, reporting, use, and control of aircraft in international commercial service.

CBSA procedures pertaining to the non-commercial operations of private and corporate aircraft are explained in Memoranda D2-1-1, *Temporary Importation of Baggage and Conveyances by Non-Residents*, and D2-5-10, *Transborder General Aviation – Telephone Reporting and CANPASS Programs*.

For reporting requirements for passengers and crew on board commercial aircraft, please see D2-5-6, *Aircrew Reporting*, and D2-5-11, *Administrative and Operational Guidelines for Commercial Carriers for the Processing of Passenger Information Pursuant to the Requirements of the Canada Border Services Agency's (CBSA) Advanced Passenger Information/Passenger Name Record (API/PNR) Program*. For corporate aircraft passenger and crew reporting guidelines, please see Memorandum D2-5-10.

For information related to the conveyance reporting of aircraft departing Canada, please see D3-1-8, *Cargo – Export Movements*.

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## GUIDELINES AND GENERAL INFORMATION

### INTERNATIONAL COMMERCIAL TRANSPORTATION – DEFINITION

1. International commercial transportation means any transportation resulting in, or intended to result in, the carriage of persons or goods for hire or reward, or any transportation of persons or goods by or on behalf of an enterprise engaged in an activity of financial return, where the persons or goods are conveyed:

- (a) from outside Canada to a place inside Canada;
- (b) from a place inside Canada to a place outside Canada; or
- (c) from a place outside Canada in transit through Canada to another place outside Canada.

### AUTHORIZED USE OF FOREIGN AIRCRAFT

2. A foreign non-tax paid aircraft involved in international commercial transportation is restricted to international flights from a point abroad to a point or points in Canada and return to a point abroad. The carriage of Canadian residents to, and their arrival from, foreign destinations is permitted provided the flight is limited to international service. Any foreign aircraft that ceases to be involved in international commercial transportation while in Canadian airspace must be immediately reported to the CBSA and formally accounted for as it is deemed to have been imported.

**Note:** Electronic and/or paper reports of the aircraft's arrival in Canada are required as outlined in this memorandum.

3. Under no circumstances may a foreign non-tax paid empty aircraft enter Canada for the sole purpose of carrying passengers or goods point-to-point in Canada. In this situation, it is deemed that the aircraft is imported for that specific purpose and is not performing an international air service. If the aircraft is deemed to have been imported; all

duties and taxes are to be paid immediately. Furthermore, any unauthorized use of a foreign non-tax paid aircraft in Canada could result in the issuance of monetary penalties or the seizure and forfeiture of the aircraft.

4. From time to time, non-tax paid foreign aircraft are chartered by groups of non-residents who wish to visit several Canadian centers. Normally, the point-to-point carriage of passengers by a non-tax paid non-Canadian aircraft would be considered an unauthorized movement. However, such movements are allowed if the passengers originated outside Canada and are initially brought into Canada by a carrier that is operating under a continuing tour charter.

5. Canadian Transportation Agency (CTA) approval for a flight does not constitute authority for a non-tax paid aircraft to engage in gainful operations between points in Canada. For additional information on CTA licences please see paragraphs 11 to 13 of this memorandum.

#### **TARIFF TREATMENT OF AIRCRAFT IN INTERNATIONAL SERVICE**

6. For the purposes of this memorandum, a Canadian aircraft is defined as an aircraft engaged in international commercial transportation which is registered in Canada, and

- (a) was built in Canada;
- (b) all duties have been paid; or
- (c) has been deemed to be duty paid under the terms of some other Act.

7. Canadian aircraft in international commercial service are to be classified under tariff item No. 9813.00.00 or 9814.00.00, provided they satisfy all the relevant requirements outlined in the provisions of these tariff items. Where Canadian aircraft arriving in Canada do not qualify for importation under either of these tariff items (for example when repairs have been done abroad), they are to be classified under the appropriate tariff item in Chapter 88 of the *Customs Tariff*.

8. Where a Canadian aircraft in international commercial service has been repaired or enhanced while abroad, all such repairs or enhancements shall be reported to the CBSA and duly accounted for upon the aircraft's first return to Canada, even if the aircraft is continuing in international commercial service. (See *Repair Abroad of Canadian Civil Aircraft, Canadian Aircraft Engines and Flight Simulators Remission Order*.)

9. Any aircraft that is not a "Canadian aircraft" as defined in paragraph 6 above is deemed to be a foreign aircraft for CBSA purposes and, if in international commercial service, should be classified under tariff item No. 9801.10.00.

10. No formal accounting is required for aircraft engaged in international commercial service, however all aircraft

entering Canada (Canadian or foreign) must be reported as outlined in this memorandum.

#### **CANADIAN TRANSPORTATION AGENCY (CTA) LICENCES**

11. In addition to complying with CBSA requirements for aircraft involved in international service, most commercial air carriers also require a licence from the CTA. Licences fall into three general categories and include:

- (a) domestic service – for Canadian carriers only;
- (b) scheduled international service – for Canadian and foreign air carriers; and
- (c) non-scheduled international service – for Canadian and foreign carriers including those designated pursuant to the *Air Transportation Agreement Between the Government of the United States of America and the Government of Canada*.

12. Non-Canadian air carriers providing a commercial air service authorized under a licence issued by the CTA, cannot embark passengers or cargo at one point in Canada to transport to another point in Canada. However, the licensee may provide a stopover at any point in Canada that is restricted to passengers boarded in the United States who will subsequently be returned to that territory. In this case, the aircraft must remain with the passengers unless the use of two different aircraft is specified in the terms of the charter contract.

13. For complete information on CTA licensing requirements, aircraft groupings, and charter types, you may contact:

Secretary  
Canadian Transportation Agency  
Ottawa ON K1A 0N9

or call

during normal hours: 819-997-6359  
after normal hours: 613-769-6274

In addition, CTA licensing information can be found on the Canadian Transportation Agency's Web site. The search function can be used to verify if a carrier has the necessary CTA license authority.

#### **PROVISION OF CBSA SERVICES**

##### **Airport of Entry (AOE) Designators**

14. (a) AOE – Authorized airport of entry for clearance of all classes of scheduled and non-scheduled aircraft (passenger and cargo).

(b) AOE/# – Airport of entry for the clearance of scheduled and unscheduled air traffic but with passenger restrictions as indicated by an appropriate numerical designator (e.g. AOE/100)

15. Airport of Entry (AOE) designations indicate airports that have been authorized by the CBSA for the arrival and departure of international flights. The AOE designation refers only to CBSA's reporting requirements and does not apply to the airport's physical facilities or operational capabilities.

### Passenger Restrictions

16. At certain airports, the number of international passengers processed by the CBSA at a given time may be restricted due to operational or safety requirements. In some locations where passenger restrictions are in place, staged off-loading may be allowed to accommodate larger aircraft. The air carrier or its agent is responsible for controlling the delivery of passengers. For more information about staged off-loading, see Memorandum D2-5-1.

17. The business hours and types of CBSA services available at designated airports of entry (AOE) may vary according to the type of airport, geographical location, facilities, or season. Office information, including addresses, hours of operation, and types of services available, may be found in the Directory of CBSA Offices available on the CBSA Web site.

18. Cost recovery or special service charges for new or additional CBSA services (such as OGD) may apply at certain airports. Information on Special Services can be found in Memorandum D1-2-1, *Special Services*, or you may contact the local CBSA office at the airport of destination.

### Charter Access to Airports

19. Guidelines and conditions related to operating international passenger charter services (for remuneration or hire) and obtaining inspection services for passenger clearance related to international charter services may be found in Memorandum D2-5-1, *Charter Access to Airports*. Memorandum D2-5-1 only deals with passenger clearance.

20. At certain airports, the CBSA may require notice before they accept international air traffic. Airlines should communicate with the local CBSA office at the airport of destination regarding prior notification requirements. **Note:** Prior notification is not the same as advance notification. Advance electronic conveyance notification requirements also apply to aircraft carrying cargo, as outlined in the ACI Notification section of this memorandum.

### GENERAL CONVEYANCE REPORTING – ALL COMMERCIAL AIRCRAFT

#### Where Commercial Aircraft may Report

21. All commercial aircraft (passenger and/or cargo) must report to and land at a Canadian authorized Airport of Entry (AOE). In addition, commercial cargo aircraft or passenger aircraft carrying commercial goods must report to and land

at an AOE that provides commercial services during the regularly scheduled hours of operation. Special permission must be obtained to report to a non-authorized AOE, an AOE not equipped with commercial services (if carrying commercial goods), or to report outside of business hours. Information on Special Services can be found in Memorandum D1-2-1, or you may contact the local CBSA office at the airport of destination.

### MANNER OF ADVANCE NOTIFICATION AND REPORTING

22. All commercial aircraft transporting cargo (specified goods) must provide conveyance information in advance, electronically, in accordance with the Advance Commercial Information (ACI) notification requirements outlined in this memorandum. The exemptions to this electronic ACI notification requirement and applicable reporting procedures are outlined beginning in paragraph 50 of this memorandum. In addition, all commercial aircraft transporting cargo, as per Section 12 of the *Customs Act*, **must report all imported goods orally- in essence confirming the data that had been provided to the CBSA in advance and providing an opportunity to advise of any changes in information previously provided.**

### ACI CONVEYANCE REPORTING GUIDELINES AND REQUIREMENTS

23. A valid CBSA carrier code is mandatory for all electronic conveyance reporting. The unique, four character (3 characters followed by a hyphen) CBSA assigned code identifies the carrier and forms the prefix of the cargo control or conveyance reference number. For information regarding how to obtain a CBSA air carrier code, please see Memorandum D3-2-2, *Air Cargo – Import and Intransit Movements* and Memorandum D3-1-1, *Policy Respecting the Importation and Transportation of Goods*.

24. Prior to transmitting electronically utilizing Electronic Data Interchange (EDI), prospective clients must complete and submit to the CBSA a formal application of intention. Additional information on this application process and the application form, *EDI Cargo System Application Form*, are available on the E-Commerce section of the CBSA Web site and in Memorandum D3-1-1.

25. For all enquiries related to any problems with the transmission of EDI data and the related application process, please contact the Electronic Commerce Unit at:

Enquiries or documentation requests should be directed to:

Electronic Commerce Unit (ECU)  
Canada Border Services Agency  
250 Tremblay Road, 6th floor  
Ottawa, Ontario K1A 0L8

Phone:

**1-888-957-7224** calls within Canada and the U.S.

1-613-946-0762 for overseas callers between 8 a.m. and 5 p.m. (E.S.T.)

1-613-946-0763 for overseas callers between 5 p.m. and 8 a.m. (E.S.T.)

## **ACI CONVEYANCE ADVANCE NOTIFICATION**

### **Conveyance Report (Service Option (SO) 794)**

26. The conveyance report (CR) (SO 794) must be transmitted to the CBSA within the prescribed timeframes and manner outlined in this memorandum.

27. Conveyance reports, unless listed in the exemptions found in this memorandum, are mandatory for all aircraft entering Canada.

28. The Conveyance Reference Number (CRN) is a unique reference number provided for each flight into Canada. The CRN is composed of the flight number of the transporting carrier followed by the scheduled date of departure (XX123yymmdd).

29. A complete list of data requirements can be found in Appendix G of the ACI Air Client Document.

### **Unscheduled Diversions**

30. When an emergency diversion occurs within Canada, carriers will be required to notify the Canada Border Services Agency (CBSA) by contacting either the Greater Toronto Area (GTA) Risk Assessment Unit (RAU) for flights landing at Pearson International Airport (PIA), or the National Risk Assessment Centre (NRAC) for flights landing at any other airport, to advise of the diversion and the reason for the diversion prior to aircraft arrival at the new airport. The conveyance report (CR) and all related air cargo reports (ACR(s)) must be corrected electronically within 30 days post arrival.

GTA-RAU: 1-905-676-5513

NRAC: **1-800-523-5072** (within Canada or the U.S.A.) or 1-613-948-3939

31. When an emergency diversion occurs outside of Canada, carriers are not required to notify the CBSA. Rather, the conveyance report must be corrected as soon as possible to reflect the correct ETA, and routing information.

32. Emergency diversions include only diversions resulting from security threats, medical reasons, mechanical reasons, or weather conditions.

33. If an emergency diversion occurs, and additional cargo is loaded onto the aircraft at the airport to which the aircraft was diverted, the ACI advance notification procedures for emergency diversions will not be allowed and, the carrier will be required to update the conveyance report within the normal ACI prescribed timeframes.

34. All diversions (unless considered an emergency) require the carrier to update the conveyance report within the normal ACI prescribed timeframes.

35. An aircraft that is not originally destined to Canada, but that is forced to land in Canada due to unforeseen circumstances, may be subject to a review of their paperwork for health, safety, and security risk assessment purposes. This review will be conducted at the aircraft upon arrival, and, therefore, ACI advance notification is not a required.

### **ACI Air Conveyance Advance Notification Processing**

36. The transporting carrier, or an agent representative, must transmit an EDI transmission to the CBSA, with the conveyance information related to an aircraft arriving in Canada within the timeframes specified in the *Reporting of Imported Goods Regulations*.

37. The conveyance data must be transmitted electronically to the CBSA at least 4 hours prior to arrival at the First Port of Arrival (FPOA). If the duration of the flight is less than 4 hours, conveyance data must be transmitted via EDI to the CBSA at the time of departure.

38. Each air conveyance report must contain a conveyance reference number, which is a unique reference number given by the carrier for each individual flight.

39. An accurate estimate of the date and time of arrival at the first Canadian port of arrival provided in Eastern Standard/Daylight Saving Time (EST) is mandatory.

40. The transporting carrier will be required to transmit a change to the air conveyance report to amend the FPOA and/or Estimated Date and Time of Arrival (ETA) to advise the CBSA of any unscheduled re-routes, changes to the ETA greater than 30 minutes, or changes to the aircraft's itinerary.

### **Changes and Corrections**

41. A change in ETA of less than 30 minutes requires no notification, however, the CBSA may send a risk assessment notice at any time up to the ETA as reported on the conveyance report. Therefore, goods are not authorized to move from the warehouse prior to the ETA reported on the conveyance report.

42. Changes/corrections to the conveyance report (SO-794) may be made electronically at any time prior to arrival; however, a conveyance report cannot be cancelled if there are cargo reports attached.

43. The carrier will be required to transmit a change to the conveyance report to amend for the FPOA. This is required for unscheduled re-routes or changes in the aircraft's itinerary.

### **Cancellation of Conveyance Reports**

44. If key information needs to be changed on the CR, the CR must be cancelled and a new CR transmitted. For example, if a flight is no longer arriving, the CR needs to be

cancelled, as long as there are no associated cargo reports, or the associated cargo reports are cancelled prior to the cancellation of the CR.

45. For conveyance reports, EDI cancellations will be accepted at any time prior to, or after arrival, as long as there are no related prime cargo reports on file.

### **ACI Contingency Plan in the Event of System Failure**

46. In the event of an outage in either the CBSA's, the client's or the service provider's systems, it is expected that each party will make every effort to continue normal communications, and to restore their systems to normal operating condition as soon as is reasonably possible.

47. Clients must retain the ability to produce hard copy cargo/conveyance declarations in the event of disruption to client and/or CBSA systems.

48. For detailed procedures and Air Policy, in the event of a CBSA or external system failure, please refer to the ACI Air Client Document.

49. In the Yukon, Northwest Territories, and Nunavut (north of the 60° parallel), where CBSA procedures are enforced by a party other than the CBSA, i.e. RCMP officers or employees of a Canadian government organization, the *General Declaration (Outward/inward)* – Form AG1 will be required for all flights in addition to any electronic notification that is required under the ACI or API/PNR programs.

### **EXEMPTIONS TO ACI AIR CONVEYANCE ADVANCE NOTIFICATION**

50. The following aircraft are exempt from ACI electronic conveyance notification requirements:

- (a) commercial passenger aircraft that are not carrying commercial cargo,
- (b) Canadian and foreign military aircraft,
- (c) air search and rescue aircraft,
- (d) empty aircraft, and,
- (e) aircraft carrying only CSA goods on board the aircraft (where the CSA goods are being carried by a CSA approved carrier and going to a CSA approved importer)

### **General Advance Notification Requirements for ACI Exempt Air Conveyances**

51. An AG1 – *General Declaration (Outward/Inward)*, is not required for the notification of scheduled flights of commercial aircraft (carrying commercial goods) that are exempt from ACI electronic advance notification requirements in most cases. The AG1 may be required for the report of non-scheduled flights of commercial aircraft at

smaller airports. Please contact the CBSA office at the airport of arrival for the reporting documentation requirements for unscheduled ACI exempt aircraft. All air cargo must be reported as outlined in Memorandum D3-2-2.

52. Scheduled or non-scheduled commercial carriers operating international flights will not be required to submit Form AG1, or equivalent documentation for the deplaning of passengers and crew. For reporting requirements for passengers and crew on board commercial aircraft, please see Memoranda D2-5-6 and D2-5-11. For corporate aircraft passenger and crew reporting guidelines, please see Memorandum D2-5-10. There may be occasions when a general declaration is required by the aircraft operator as proof of report into and exit from Canada. As a courtesy, the CBSA will continue to validate this document with a CBSA date stamp.

53. For information related to the conveyance reporting of aircraft departing Canada, please see D3-1-8, *Cargo – Export Movements*.

### **Specific Requirements for ACI Exempt Air Conveyances**

#### **Highway commercial carriers transporting air cargo**

54. A highway conveyance transporting air cargo is required to report the conveyance as outlined in Memorandum D3-4-2, *Highway Cargo – Import Movements*. All cargo is to be reported as outlined in Memorandum D3-2-2.

#### **Commercial passenger aircraft not carrying commercial cargo**

55. Scheduled or non-scheduled commercial carriers operating international passenger flights will not be required to submit a paper report for the arrival of the aircraft – Form AG1, *General Declaration (Outward/Inward)*, or an equivalent document for deplaning passengers and crew when they are processed by border services officers at a CBSA facility established for that purpose. Passengers and crew are to be reported in accordance with API/PNR guidelines as outlined in Memorandum D2-5-11 and/or Memorandum D2-5-6.

#### **Canadian military aircraft**

56. Aircraft operated (owned or chartered) by the Canadian Armed Forces are not permitted to carry in-bond goods between points in Canada since the Armed Forces is not a bonded carrier.

57. All aircraft must make their initial landing in Canada at an authorized airport of entry (AOE) when flying internationally and carrying merchandise, baggage, or persons other than regular crew members. The pilot is responsible for any advance notice required, for the report inward and the declaration to the CBSA of all passengers, cargo, and baggage carried on the flight.

### Foreign military aircraft

58. Aircraft operated by armed forces of foreign nations are required to report to the CBSA at the time of initial landing in Canada. They are subject to all CBSA requirements when used to transport personnel, baggage, equipment, mail, or other cargo. Where only a short stopover is involved and no goods are being carried outward that require export documentation, the inward and outward reports will be made at the same time. Aircraft carrying crew members only may report verbally; however, the CBSA may choose to examine the aircraft or the crew's baggage.

### Air search and rescue operations

59. Canadian Armed Forces Rescue Co-ordination Centres (RCC) have been established at several locations in Canada. The CBSA co-operates in every possible manner to expedite the international movement of aircraft operating on search and rescue missions.

60. When an incident arises in either Canada or the United States where aircraft of one or both countries will be crossing the boundary, the officer in charge of the RCC search will immediately provide the CBSA with the following:

- (a) full details of all aircraft participating in the operation, including identification markings and number of crew members;
- (b) territory to be searched;
- (c) duration of stay;
- (d) possibility of landings; and
- (e) definite or probable landing points.

**Note:** If the information affects territory under the jurisdiction of more than one CBSA office, it should be relayed promptly to all concerned.

61. For information on the reporting and accounting requirements for goods (including aircraft) brought into Canada in response to an emergency or for an emergency response training exercise, please see Memorandum D3-2-2.

62. Goods (including aircraft) brought into Canada in response to an emergency or for an emergency response training exercise qualify for customs duty-free importation under tariff item No. 9993.00.00, provided any goods which are not consumed or destroyed are exported. No advance notification of the cargo will be required for goods qualifying under tariff item 9993.00.00. The *Goods for Emergency Use Remission Order* relieves the GST/HST on the goods which are exported, consumed or destroyed. Any items not consumed, destroyed or exported will be subject to applicable duties and taxes. Checklists of goods brought into Canada in response to an emergency or emergency response training exercise (aircraft, equipment,

merchandise and supplies) should be maintained where necessary. Material from foreign wrecks should be carefully inventoried subject to exportation or importation. All goods brought into Canada that are not brought in in direct response to an emergency or as part of an emergency training exercise are subject to the cargo and conveyance advance notification requirements applicable to all cargo and conveyances outlined in this Memorandum (for conveyance) and in Memorandum D3-2-2 (for cargo). For additional information about the *Goods for Emergency Use Remission Order* and tariff item No. 9993.00.00, please see Memorandum D8-1-1, *Temporary Importation (Tariff Item No. 9993.00.00) Regulations*.

### Empty aircraft

63. Empty aircraft are not required to provide an electronic ACI conveyance report. An AG1 – *General Declaration* for the report of the aircraft as a conveyance may be required for unscheduled flights. Please contact the CBSA office at the airport of arrival for the documentation requirements for unscheduled ACI exempt aircraft.

### Temporary importations of empty foreign aircraft (where the aircraft is the cargo/commercial goods)

64. Commercial or corporate aircraft temporarily imported into Canada (i.e. for demonstration, repair, alteration etc.) are considered commercial goods and must be reported in accordance with the requirements outlined in this memorandum for the report of the aircraft; and where the aircraft is also cargo, in accordance with the cargo reporting requirements outlined in Memorandum D3-2-2.

65. In order to facilitate the processing of aircraft temporarily imported into Canada, it is recommended that carriers or pilots contact the Airport of Entry (AOE) at least two hours prior to their estimated time of arrival to provide the CBSA with pertinent flight information. Some airports may be equipped to receive this information by fax. For further information, please contact the CBSA at the airport of destination.

66. Upon arrival all aircraft that are imported temporarily must be reported on an acceptable cargo control document, as outlined in Memorandum D3-2-2. Additional import entry or control documentation may also be applicable, please see Memorandum D3-2-2.

### Commercial Self Assessment (CSA)

67. When Commercial Self Assessment (CSA) goods are carried by an authorized CSA carrier for delivery to an authorized CSA importer, and no other cargo or goods are on board the aircraft, an electronic ACI conveyance report is not required. For additional information on CSA reporting requirements, please see Memorandum D3-1-7.

**PENALTY INFORMATION**

68. For more information on administrative penalties, please refer to Memorandum D22-1-1, *Administrative Monetary Penalty System (AMPS)*. Information on AMPS penalties is also available at on the CBSA Web site.
69. Other administrative sanctions, such as the revocation of program privileges and penalties of Other Government Departments, may also be applicable.
70. In some situations, failure to comply with the CBSA requirements outlined in the *Customs Act*, may result in the seizure and forfeiture of the goods and/or conveyance, and in serious cases- criminal charges may be applicable.

**ADDITIONAL INFORMATION**

71. Please direct all correspondence to:
- Carrier and Cargo Programs  
Commercial Border Policy Division  
Admissibility Branch  
Canada Border Services Agency  
4th Floor, 150 Isabella Street  
Ottawa ON K1A 0L8
- Fax: (613) 957-9717
72. For more information on carrier and cargo programs, visit our Web site at [www.cbsa.gc.ca](http://www.cbsa.gc.ca).

**REFERENCES**

<p><b>ISSUING OFFICE –</b></p> <p>Carrier and Cargo Programs Commercial Border Policy Division Border Compliance Programs Directorate</p>	<p><b>HEADQUARTERS FILE –</b></p> <p>N/A</p>
<p><b>LEGISLATIVE REFERENCES –</b></p> <p><i>Customs Act</i> <i>Aeronautics Act</i> <i>National Transportation Act, 1987</i></p>	<p><b>OTHER REFERENCES –</b></p> <p>D1-2-1, D2-1-1, D2-5-1, D2-5-6, D2-5-10, D2-5-11, D3-1-1, D3-1-7, D3-1-8, D3-2-2, D22-1-1</p>
<p><b>SUPERSEDED MEMORANDA “D” –</b></p> <p>D3-2-1, December 28, 2006</p>	

Services provided by the Canada Border Services Agency are available in both official languages.

