



Newsletter Manifest system (update 21NOV2014)

STATUS ON "MANIFESTSYSTEMET"

As explained, in previous newsletters, we have to go live with the manifest system.

We have been struggling in order to remove the "-" in the AWB field and to change the field "40" to read "740". Both issues are now fixed and are working.

Basically, the groundhandlers are not allowed to put in "faktisk ankomst on the FUE, anymore. At the same time, the groundhandlers are not allowed to cancel a MIG, once created.

That would mean that the FUE/MIO needs to be:

- Created, before flight arrival (!)
- MAWB needs to be inputted in field 40 (X740)
- MAWB needs to be written WITHOUT "-" (eg12355556666)
- The weight needs to correspond with the weight on the MAWB

There are still cases, whereby there is no other option, than that we have to input FA manually or that the MIG needs to be cancelled. (eg. some truck lanes, part-shipments, manifest system is (has been down, our IT fails,...). IF you did not get a MIG nr on the NOA, you could still request us to do the FA.

Therefore, below scenario's are still valid:

Scenario 1:

There has been NO MIG created (this can be several reasons: custom system down, our system down, part shipment, ...)

The forwarder makes the FUE (in status 11) and sends a mail to:

- told@wfsdenmark.com (airlines handled in Hal 1 and 2) and asks to put in faktisk ankomst. We will do this ASAP.
- For airlines handled in Hal 3: told-hal3@wfs.aero

<http://wfsdenmark.com/en/our-clients> will guide you, what airline is handled in what hal.

After that, we need a new mail, from the forwarder that the FUE is now in status 40

Scenario 2:

There has been NO MIG created, because the manifest system has found the FUE/MIO (prepared by the forwarder, in status 11) and it has put in "faktisk ankomst" automatically.

The forwarder needs to send a mail to:

- told@wfsdenmark.com (airlines handled in Hal 1 and 2)
- For airlines handled in Hal 3: told-hal3@wfs.aero

that FUE is now in status 40.

Scenario 3:

A MIG was created by WFS. The forwarder custom clears our MIG and the MIG will be in status 60.

A mail is send by the forwarder to

- told@wfsdenmark.com (airlines handled in Hal 1 and 2)
- For airlines handled in Hal 3: told-hal3@wfs.aero

stating 2014600XXXXXX,60

Scenario 4:

A MIG was created. The forwarder can request us to move a MIG to a MIO. As from the moment that we moved it in the manifest system, we can hand out the shipment (as the responsibility has now moved to another CVR nr, on a different address)

The forwarder writes a mail to

- told@wfsdenmark.com (airlines handled in Hal 1 and 2)
- For airlines handled in Hal 3: told-hal3@wfs.aero

Please move MIG 2014600XXXXXX to a MIO, including: CVR (eg DKxxxxxxx) nr and the "løbenummer" (address, where this needed to move to)

This will be performed ASAP, whereby this MIG has now turned into a MIO, on the CVR nr of the forwarder. We do not accept these request by phone, needs to be by mail

Scenario 5:

A MIG was created. The forwarder can request us to move a MIG to a MIG. A "bevilling" is needed, as explained in previous newsletter.

We do not accept these request by phone, needs to be by mail

Scenario 6:

A MIG was created. But the commodity is

- Diplomatic mail
- military equipment for the Danish army
- Human remains
- NCTS (T-doc) is created
- The shipment was transported under a Carnet.

For these shipments, there is no custom clearance required.

We still have a MIG nr, but will be cancelled by WFS. The forwarder can disregard this MIG nr

The forwarder needs to send a mail:

- DIP/HUM: No further info needed
- Military equipment: copy of the HAWB, showing that it is for the Danish army
- ATA carnet: copy of the Carnet
- NCTS: copy of the T-doc

Scenario 7:

A MIG was created, but the shipment will be relabeled and flies out again, on a different AWB with an airline, handled by WFS

The forwarder makes a MAS (Mrn Adviserings Sheet), with the MIG nr on there and deliver it, when the new AWB is delivered.

Scenario 8:

A MIG was created, but the shipment will be relabeled and flies out again, on a different AWB with an airline, handled by another handling company.

The forwarder needs to use scenario 4 or scenario 5

In case of any issue / problems / questions, please direct your mail, directly to me. (sho@wfs.aero)

Best regards,

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