

## DEPARTURE MESSAGE

### APIS-NoReply via Info CST Flight Services

to INFO

The following information was received:

#### \*\*\*\*\*FLIGHT SUMMARY\*\*\*\*\*

Sender ID :APGAXXXX  
Receipt # :EAPIS-XXXXXX  
Aircraft Tail Nbr :NXXXXX  
ETD Date :XXXXXXXXXX  
ETD Time :13:30  
Departure :KSAN /SAN DIEGO INTERNATIONAL AIRPORT (LINDBERGH FIELD  
Arrival :MMES /

#### \*\*\*\*\*Message Status\*\*\*\*\*

# Messages Received : 1  
# Processed : 1  
# Not Processed/Fatal : 0

#### \*\*\*\*\*Counts Summary\*\*\*\*\*

# Passengers processed : 3  
# Crew processed : 1

United States Customs and Border Protection (CBP) is in receipt of your APIS manifest transmission.

Based upon the APIS manifest information transmitted, private aircraft departure clearance is approved for:

- . the travelers identified within this manifest,
- . the conveyance details provided,
- . with a tolerance of +/- 60 minutes from the departure time manifested in your APIS transmission, but
- . not within 60 minutes of transmission.

You must present yourself for inspection before departure if contacted by CBP.

Unless otherwise exempted, this permission to depart applies only to private aircraft departures. (Permission to depart for commercial aircraft must be requested by the aircraft commander or agent to the director of the port of entry nearest the final departure airport.)

Previously secured permission to depart (clearance) applies only to the previously submitted APIS manifest details. Changes in manifested details such as tail number changes and traveler additions or substitutions require updated or amended APIS transmissions and a direct (re)confirmation of CBP approval and permission to depart.

For departure time changes greater than 60 minutes, operators must re-transmit an APIS manifest no later than 60 minutes prior to departure and call the local CBP port associated with your departure to cancel the original flight clearance request, and, in cases where time is a limiting factor, to request manual departure clearance for the amended flight.

This receipt message and approval for U.S. departure clearance is based on the manifest information submitted and does not confirm that the submitted manifest information is correct, valid, accurate, and/or complete, or that the manifest was submitted within specified timeline requirements. The submission of manifests within 60 minutes of departure or the submission of incorrect, invalid, inaccurate and/or incomplete manifest data may be subject to penalty or other appropriate enforcement action. This email was sent from a notification-only address that cannot accept incoming email.

Please do not reply to this message.

This message was generated by APIS on: XXXXXXXX

# ARRIVAL MESSAGE

## APIS-NoReply via Info CST Flight Services

to INFO

The following information was received:

### \*\*\*\*\*FLIGHT SUMMARY\*\*\*\*\*

Sender ID :APGAXXXX  
Receipt # :EAPIS-XXXXXXX  
Aircraft Tail Nbr :NXXXXXX  
ETA Date :XXXXXXX  
ETA Time :18:15  
Arrival :KSMF /SACRAMENTO INTERNATIONAL AIRPORT  
Departure :MMES /

### \*\*\*\*\*Message Status\*\*\*\*\*

# Messages Received : 1  
# Processed : 1  
# Not Processed/Fatal : 0

### \*\*\*\*\*Counts Summary\*\*\*\*\*

# Passengers processed : 0  
# Crew processed : 1

#### 1) APIS Manifest Receipt

United States Customs and Border Protection (CBP) is in receipt of your APIS manifest transmission.

This message is a receipt and NOT approval or permission to land in the United States.

#### 2) Next Step - Secure Permission to Land

CBP regulations governing landing requirements and procedures for aircraft arriving in to the United States are listed in Title 19 of the Code of Federal Regulations (CFR), Part 122 - Air Commerce Regulations.

CBP permission to land must be coordinated with and secured directly from the CBP port associated with your intended arrival prior to departure from the foreign port or place.

You MUST contact the CBP airport of arrival directly to secure permission to land, better understand local operating procedures and requirements that may affect the flight, and confirm compliance with local procedures and port capacities.

#### 3) Changes to an Already Transmitted Manifest

If changes to an already transmitted APIS manifest are necessary, an updated and amended manifest must be transmitted to CBP.

Previously secured arrangements and permissions to land apply only to the previously submitted manifest details. Substantive changes (tail number, traveler additions or substitutions, etc.) which require updated or amended APIS transmissions will necessitate direct (re)confirmation of CBP permission to land.

Only amendments regarding flight cancellation, expected time of arrival (ETA), or changes in arrival location to an already transmitted manifest may be communicated to the CBP port without the need to re-transmit APIS. Such changes must be coordinated directly with the CBP destination port and may be accomplished telephonically, by radio, or through any other existing processes and procedures.

#### 4) APIS Manifest Compliance and Enforcement

This receipt message and permission to move on to the next step of flight arrangements is based on the manifest information submitted and does not confirm that the submitted manifest information is correct, valid, accurate, and/or complete, or that the manifest was submitted within specified timeline requirements. It is only a receipt indicating the submitted manifest information has been received and processed. Submission of manifests within 60 minutes of departure or submission of incorrect, invalid, inaccurate and/or incomplete manifest data may be subject to penalty or other appropriate enforcement action.

#### 5) Special Circumstances

CBP Preclearance - If your flight is being precleared by CBP in Shannon, Ireland or Oranjestad, Aruba, permission to land and/or landing rights will be granted through the preclearance process by the

CBP preclearance port. There is no need for you to coordinate these permissions with the domestic CBP port.

CBP Pre-Inspection in the United States Virgin Islands (USVI) - For flights leaving the USVI en route to other United States locations, GA aircraft operators are required to contact CBP in the USVI prior to departure. Aircraft cannot be moved from the U.S. Virgin Islands to other U.S. locations until CBP Agriculture Specialists (CBPAS) have had the opportunity to inspect the aircraft, crew, and passengers, and CBP has provided clearance for departure from the USVI.

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