

January 9, 2009

Dear Hawker Beechcraft/RAPID Supplier:

Pursuant to the SAFE Port Act of 2006, U.S. Customs and Border Protection (CBP) is requiring an "Importer Security Filing" for all ocean borne containerized or break bulk cargo accessing the United States. This new ruling is to be implemented on January 26, 2009.

The Importer Security Filing (ISF) is comprised of 10 key data elements that must be filed by the Importer, or its designated agent, via the ABI or AMS system 24 hours prior to lading the cargo on the vessel at the foreign port of exit. The ten data elements required by the US importer are as follows:

- 1. Manufacturer (Supplier) Name and Address**
- 2. Ship-To Party Name and Address**
- 3. Country of Origin of each part**
- 4. Commodity HTS Number for each part (to the 6-digit level)**
- 5. Seller Name and Address**
- 6. Buyer Name and Address**
7. Importer of Record Number/Foreign Trade Zone Applicant Identification Number
8. Consignee Number (IRS, EIN, etc.)
- 9. Container Stuffing Location (Name and Address)**
- 10. Consolidator Name and Address**

Additionally, the importer will be required to provide the Master Bill of Lading Number and/or House Bill of Lading Number.

Hawker Beechcraft/RAPID is setting up a new process to enable compliance with this requirement. Your assistance in providing timely and accurate data will be critical to ensure that shipments continue to move timely and in a compliant manner.

Suppliers should note that all data elements in bold type listed above will be required on its invoices in order to comply with the new rule. We have included a listing of the CBP definitions of the above data elements to assist in clarifying what information is required (see attached).

Additionally, a sample invoice is enclosed which incorporates the new data elements to assist in streamlining the process. We strongly urge you to use this document for Customs' purposes, as well as for sending to HBC Accounts Payable for payment. If you would prefer to use other invoice formats, please ensure that the required data elements are included on those forms.

All PARTS AND THE ASSOCIATED INVOICES must be sent to Carrier/Freight Forwarder origin ocean terminal NO LATER THAN six days prior to sailing. For Example: for a Saturday sailing, parts must be at Carrier/Freight Forwarder origin dock NO LATER THAN Monday 5:00 PM prior to Saturday sailing in order for all information to be sent to Importer in time to submit the required filing 24 hours prior to loading the vessel. NOTE: INVOICES MUST BE RECEIVED AT Carrier/Freight Forwarder origin terminal WITH THE PARTS SHIPMENT. If the deadline is not met, parts will not ship and will remain on origin dock until the next sailing.

Fines and penalties will be assessed the importer starting in 2010 after the implementation period of one year for any incomplete, inaccurate or untimely filings. Additionally, failure to comply with filing requirements could lead to increased inspections of cargo and further delay in transit. Any fines or penalties incurred by HBC/RAPID that are the result of errors, negligence, omissions, etc, caused by the supplier, will be passed on to the supplier for payment to HBC/RAPID.

This new procedure will be effective upon receipt of this letter.

HBC appreciates the efforts of its suppliers in assisting the Company with meeting the new requirements of the Importer Security Filing.

Should you have questions or concerns with this new requirement, please contact Carolyn Calhoun at 316-676-0784, e-mail address carolyn_calhoun@hawkerbeechcraft.com or Vicki Wertz at 316-676-8123, e-mail address vicki_wertz@hawkerbeechcraft.com.

Thank you for your cooperation.



Kent M. Barnes
V.P. Contracts and International Trade



Scott Shepherd
V.P. Supply Chain Management

Supplier Name

1st line Supplier Address

2nd line Supplier Address

Phone number

Related Non-Related

Invoice/Ref No.: _____

Ship Date:

Ship To:

Consignee/Buyer Name and Address:

Freight Charges: Prepaid

Collect

CURRENCY:

HBC Requestor	Purchase Order	Date Requested	Shipped VIA	Terms of Delivery Incoterms 2000

Stuffing Location Name and Address

Manufacturer Name and Address:

Consolidator Name and Address:

QTY./ Unit of Measure	Part Number	Product Description (Include Net Weight of Parts)	Country Of Origin	HTSUS CLASSIFICATION NUMBER	Unit Price	Total Extended Price

TOTAL PIECES

TOTAL WEIGHT:

TOTAL

VALUE

COMPANY AUTHORIZED SIGNATURE _____

**THE IMPORTER SECURITY FILING (“10+2”)
U.S. Customs and Border Protection (CBP) Definitions**

1. Manufacturer (Supplier) - Name and address of the entity that last manufacturers, assembles, produces or grows the commodity. If not known, the name of the supplier of the finished goods in the country from which the goods are leaving. CBP will accept a DUNS number in lieu of name and address.
2. Importer of Record Number - Internal Revenue Service (IRS) number, Employer Identification number (EIN), Social Security Number (SSN), or CBP assigned number of the entity liable for payment of all duties and meeting statutory requirements as a result of importation.
 - a. For goods intended to be delivered to a Foreign Trade Zone (FTZ), the IRS number, EIN, SSN or CBP assigned number for the party filing the FTZ documentation.
3. Consignee Number - IRS, SSN, EIN or CBP assigned number of the firm in the U.S. on whose account the merchandise is being shipped.
4. Seller (Owner) - Name and address of last known entity by whom the goods are sold or agreed to be sold. DUNS number is acceptable.
5. Buyer (Owner) - Name and address of the last known entity to whom the goods are sold or agreed to be sold. DUNS number is acceptable.
6. Ship-to Party - Name and address of the first deliver-to party scheduled to physically receive the goods after the goods have been released from customs custody. This is the actual delivery address - not a corporate address. DUNS number is acceptable.
 - a. If unknown, provide name of facility where goods will be unladen.
 - b. May provide FIRMS code of a warehouse/terminal or the name/address of an inland distribution center if not known at time of shipping.
7. Country of Origin - Country of manufacture, production or growth of the article based upon import laws, rules and regulations of the U.S.
8. Commodity HTS Number - HTSUS number under which the article is classified. It must be provided to the 6-digit level (10-digit level is also acceptable).
9. Container Stuffing Location - Name and address of the physical location(s) where the goods were stuffed into the container. This may be the same location as manufacturer/supplier. If a factory load, provide the name and address of the factory. DUNS number is acceptable.
10. Consolidator (Stuffer) - Name and address of the party who stuffed the container or arranged for stuffing of the container. If no consolidator is used (e.g., factory load), provide name and address of manufacturer/supplier. DUNS number is acceptable.

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All parts AND THE ASSOCIATED INVOICES sent to UPS-SCS Manchester for Saturday sailing must be at UPS-SCS dock NO LATER THAN Monday 5:00 PM prior to Saturday sailing in order for all information to be sent to Importer in time to submit the required filing 24 hours prior to loading the vessel. **NOTE: INVOICES MUST BE RECEIVED AT UPS-SCS MANCHESTER WITH THE PARTS SHIPMENT.** If the deadline is not met, parts will not ship and will remain on UPS- SCS dock until the next sailing.

Fines and penalties will be assessed the importer starting in 2010 after the implementation period of one year for any incomplete, inaccurate or untimely filings. Additionally, failure to comply with filing requirements could lead to increased inspections of cargo and further delay in transit. Any fines or penalties incurred by HBC/RAPID that are the result of errors, negligence, omissions, etc, caused by the supplier, will be passed on to the supplier for payment to HBC/RAPID.

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 - a. For goods intended to be delivered to a Foreign Trade Zone (FTZ), the IRS number, EIN, SSN or CBP assigned number for the party filing the FTZ documentation.
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