



WORKING PAPER

FACILITATION PANEL (FALP)

SEVENTH MEETING

Montréal, 22-26 October 2012

Agenda Item 5: Amendments to Annex 9

INTER-ACTIVE ADVANCE PASSENGER INFORMATION (iAPI)

(Presented by Canada on behalf of IATA CAWG)

SUMMARY

ICAO Annex 9 Chapter 3, Section K – *Entry Procedures and responsibilities* reflects procedures and responsibilities for submission of Advanced Passenger Information (API) data and describes technical message standards. The API data here is described as the traditional submission of API Manifests as a “post departure message” to controlling authority’s addresses.

Interactive Advance Passenger Information (iAPI) involves the capture of individual passenger(s) data and flight details by the aircraft operator prior to departure. This information is electronically transmitted to the border control agencies in the destination and/or departure and/or overflying country. The system will provide the aircraft operator’s check-in system with a real-time result message for approval or denial to board, or a message with specific instructions.

As iAPI systems are increasingly implemented worldwide (i.e., Secure Flight programme used by the United States of America and the Advanced Passenger Processing system used by multiple countries), there is growing recognition that iAPI can enhance aviation security and be effective in reducing the number of persons found inadmissible upon arrival. These results are attributed to the exchange of individual passenger information prior to departure enabling Contracting States to analyze passenger details and generate messages back to the aircraft operator’s passenger check-in record, prior to the person being permitted to board the aircraft.

IATA’s Control Authorities Working Group (IATA/CAWG) recommends a number of amendments to Annex 9, including the adoption of a new definition for iAPI systems, which will provide beneficial guidance to Contracting States seeking to implement an iAPI system.

Action by the FAL Panel:

The FAL Panel is invited to consider the proposals described in this paper and agree that Annex 9 be amended, as set out in the Appendix.

1. INTRODUCTION

1.1 The IATA/Control Authorities Working Group (IATA/CAWG) was established in 1987, primarily as a forum for on-going dialogue between Airlines and Immigration officials in respect of the control of illegal migration. Whilst the original focus was on inadmissible passengers, IATA/CAWG now deals with many key areas of passenger facilitation. Twenty-one (21) Contracting States, along a representative from a national airline from each State are presently represented on the IATA/CAWG.

1.2 The members of IATA/CAWG are of the opinion that the provisions of Annex 9 relating to passenger information exchange should be enhanced for the benefit of both the public authorities and the air transport industry.

2. DISCUSSION

2.1 Currently there are no references to iAPI solutions in Annex 9, Chapter 3, Section K - *Entry procedures and responsibilities*. The provisions that do exist (3.47 – 3.47.7) address only the legacy, or batch-style Advance Passenger Information (API) program through which data concerning all passengers on board a specific flight are transmitted to the requesting public authority in a single block at flight close-out or after departure.

2.2 The WCO/ICAO/IATA, in its umbrella document adopted as an addendum to the revised guidelines on Advance Passenger Information, describes iAPI as follows: This type of system is a system whereby required data elements are collected and transmitted by aircraft operators to border control agencies at the time of check-in. A message response for each passenger and/or crew member is within existing business processing time, transmitted back to the aircraft operator as “OK to board” or “Not OK to board.”

2.3 The WCO/ICAO/IATA informal “umbrella document also refers to: iAPI as a *“facilitative measure associated with the prevention of bringing inadmissible passengers into a country of destination. Implementation of I-API poses certain technical challenges in terms of system availability, outage management and reliability of electronic message transmissions, managing service levels and maintaining data quality by systems operated by both the carrier and State”*

2.4 With all of these considerations in mind, IATA/CAWG has developed a set of new Recommended Practices around which Contracting States and Aircraft Operators can begin to find “common ground” on iAPI.

3. RECOMMENDATIONS

3.1 The Facilitation Panel is invited to consider the proposals set forth in the Appendix to this paper, and to agree to recommend their inclusion in Chapter 3, Section K of Annex 9.

3.2 Further, the Facilitation Panel is invited to consider adopting language defining, Interactive Advanced Passenger Information (iAPI) in Chapter 1, Chapter A, Definitions.

APPENDIX

Amend Annex 9 as follows:

Add the following Definition Interactive API (iAPI) to Chapter 1, Section A

Interactive API is a type of system – also known as “Board/No Board”, “Red Light/Green Light” and “Authority to Carry” whereby required data elements are collected and transmitted by aircraft operators to public authorities at the time of check-in. A response message for each passenger and/or crew member (e.g. “OK to Board” or “Not OK to Board”) is sent, within existing business processing time for passenger check-in, and transmitted back to the aircraft operator.

Add the following to 3.47.8 and onwards to chapter 3.47: new Recommended Practice(s)

3.47.8 Recommended Practice - Contracting States seeking to implement an Interactive Advance Passenger Information (iAPI) system should:

- (a) Seek to minimize the impact on existing aircraft operators system and technical infrastructure by consulting aircraft operators before development and implementation of an iAPI system.
- (b) Work together with aircraft operators to develop iAPI systems that integrate into the aircraft operator’s departure control interfaces.
- (c) conform to the “*Guidelines on Advance Passenger Information (API)*” adopted by WCO/ICAO/IATA when requiring iAPI.

3.47.9 Recommended Practice - Contracting States requiring iAPI should originate the requests to aircraft operators from only one representative agency within the Contracting State.

3.47.10 Recommended Practice - Contracting States should ensure that public authorities minimize the impact upon aircraft operators by requiring the transmission of a single set of data elements for the purpose of iAPI.

3.47.11 Recommended Practice - The iAPI system should be capable of providing aircraft operators check-in staff with real-time “OK to Board/Not OK to Board” messages. Response times should fit the existing business processes for passenger check-in.

3.47.12 Recommended Practice - Aircraft operators should minimize the impact on Contracting States by ensuring that individual travel document data, as used for the purposes of iAPI, reflects the data collected from this travel document, and that the passenger's identity conforms with this travel document.

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