GUIDELINES

ON

ADVANCE PASSENGER INFORMATION

(API)

WCO/IATA/ICAO

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GUIDELINES ON ADVANCE PASSENGER INFORMATION

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1.	**INTRODUCTION**

1.1.	In recent years there has been a dramatic growth in passenger numbers on scheduled and charter flights in all regions of the world. In spite of recent events there is every indication that this strong growth in passenger traffic will be sustained for the foreseeable future.

1.2.	Customs and other Border Control Agencies (Immigration, Police, Quarantine, Health and Safety, Agriculture, etc.) are therefore being faced with a greatly increased workload. In normal conditions shouldering this increased burden would not pose insurmountable problems. However two additional factors have combined with the increase in passenger numbers to make the task of the Border Control Agencies very difficult indeed. These factors are the increased compliance risk posed by the growth in, for example, trans-national organized crime and the manpower situation within the Border Control Agencies themselves.

1.3.	While the demands on the Border Control Agencies continue to grow and the manpower resources within which they must operate tighten, a number of very valuable opportunities have arisen which, if taken advantage of, could allow these Agencies to maintain or even enhance their effectiveness. These opportunities are mainly in the following fields:

-	Information Technology,
-	Greater co-operation between Border Control Agencies domestically
-	Greater international co-operation between Customs and with other border control agencies
-	Greater co-operation between Border Control Agencies and carriers

1.4.	Co-operation, particularly in relation to intelligence exchange, is extremely important especially as it is now well recognized that success in the enforcement of Customs and other laws relies much more on carefully targeted efforts based on high quality intelligence than it does on random or systematic action. It is simply not an efficient use of manpower to systematically stop every passenger and carry out a thorough inspection of his or her baggage, etc. Border Control Agencies have been aware of this for some time and have been making significant efforts to ensure that their resources are directed toward those areas where they are most likely to produce significant results.

1.5.	Having underlined the role of intelligence as a key ingredient in effective enforcement, it is also important to stress the benefits that can be gained from the efficient use of Information Technology (i.e. computerized passenger screening/clearance systems). The deployment of such systems, incorporating passenger selection criteria developed on the basis of high quality intelligence, can and do have a very positive effect on enforcement activities. Information Technology can be further harnessed to ensure that details of arriving passengers are received in advance of the arrival of the flight - thus allowing the Border Control Agencies adequate time to determine their response. This advance notification to the Border Control Agencies by carriers (or other parties) using electronic data inter-change (EDI), is the topic of this Guideline. Advance Passenger Information (API) is already in use at a number of locations around the world and has brought benefits to all concerned (Border Control Agencies, Passengers, Airport Authorities, Carriers). These benefits are discussed in greater depth in Section 6 of this Guideline.

1.6.	Although much of the content of this Guideline is concerned with discussion of the many issues which surround API, there is one part of the Guideline that is more in the nature of a joint recommendation of the World Customs Organization (WCO), International Air Transport Association (IATA) and the International Civil Aviation Organization (ICAO). That part concerns the data to be transmitted from the carrier in the airport of departure to the Border Control Agency(ies) in the country of departure, in countries where the flight will transit and in the country of final destination. The data requirements shown in that part of the Guideline

should be the maximum required by a Border Control Agency in respect of an inbound or outbound flight. Further details may be found in Section 8.

1.7. From a Border Control Agency aspect, while advance information of a passenger's biographic data is useful, the added value of advance passenger information in its broadest context comes from the ability to access carrier's information for analysis and research on arriving passengers. However, that additional process, involving access to Passenger Name Record (PNR) data contained within carriers' reservation systems is not specifically addressed in this document.

1.8. If the Guideline gives rise to any questions on the part of implementers, please do not hesitate to contact either the Secretariat of the WCO, IATA or the ICAO. Although this paper focuses on the use of API for air passengers, it is clear that the technique can also be used for passengers using other modes, particularly cruise liner traffic. The material in this Guideline also applies mutatis mutandis to the other modes of transport.

2. PROBLEM DEFINITION

Growth in passenger numbers

2.1. As mentioned in the introduction, there are a number of factors influencing the manner in which passengers are processed by Border Control Agencies at international airports around the world. Perhaps the principal factor is the sheer volume of passengers travelling on international flights. The rate of growth varies in the different regions of the world, between 5% and 7%. In a region with a 5% growth rate, passenger numbers will double in 14 years, while in regions with a 7% growth rate numbers will double in 10 years.

In addition, the introduction of new very large aircraft, most notably in airports already operating at or at near capacity, will only further exacerbate congestion and the associated demand on inspection processes during peak arrival and departure times

Expanded airport facilities

2.2 This increase in passenger numbers is having a substantial effect on airport facilities. In order to cater for the growth in traffic, Airport Authorities in many parts of the world are being required to dramatically expand their facilities and supporting infrastructures. New runways and new terminals are being built, and in some cases, complete new airports are being constructed to cope with the growth in numbers. Apart from the enormous expense involved in these projects, there are frequently many environmental problems associated with such large-scale developments.

Drug threat

2.3. Over the past decade or more, Border Control Agencies have been faced with a number of threats which, if not entirely new, have certainly been increasing in their intensity. The phenomenal growth in drug trafficking is one that is most in the public eye. Drug smuggling by passengers is a substantial part of the problem. Customs at international airports are a country's first line of defence against this type of activity and their responsibilities have increased as the drug problem has worsened. The increased compliance risk posed by passengers has meant that Border Control Agencies have had to be more vigilant and more intensive in their processing of this traffic. The result has been that some additional delays have been caused in passenger clearance.

International terrorism and security

2.4. The threat posed by international terrorism is also one which must be faced not only by the Border Control Agencies, but also by the carriers and airport operators. Additional security checks on passengers prior to departure have added considerably to the time required for the check-in process. Customs and immigration checks prior to departure have also had to be increased, or, in some cases, reinstated based on changing risk factors. Because of the threat from terrorism, the arrival processing of passengers by the Border Control Agencies has had to be intensified, with additional delays being the unwelcome result.

Penalties

2.5. Furthermore, carriers are also responsible for ensuring that the passengers they are carrying are properly documented. Heavy financial penalties are frequently imposed on carriers who transport a passenger whose official travel documents are not valid for the country of destination. In addition, the carrier is usually required to repatriate any improperly documented passengers at carrier's expense, and may also incur costs for any period during which the passenger is held in detention.

Manpower resources

2.6. In terms of the manpower resources available to Border Control Agencies and carriers to deal with these additional responsibilities and threats, it is clear that the availability of such resources has not kept pace with the demand. In most countries, the recruitment of additional manpower to cope with the increased workload has simply not been an option. Indeed, in some countries the numbers of public servants and carrier's staff have been declining.

Inter-agency co-operation

2.7. There are a variety of Border Control Agencies in place at most international airports. These include Customs, Immigration, Police, Quarantine, Health and Safety, Agriculture etc. The level of co-operation between these Border Control Agencies varies from place to place. Different agencies frequently operate their own automated systems for passenger processing without any sharing of information. The strict division of responsibilities between the agencies means that passenger processing is often unnecessarily prolonged.

3. **CURRENT PASSENGER PROCESSING TECHNIQUES**

Selective approach to passenger clearance

3.1. The responses of the Border Control Agencies to the challenges explained in the previous section have been many and varied. In terms of Customs response, it became clear many years ago that the routine examination of all passengers and their possessions was not a viable option. The emphasis for Customs has turned from such saturation treatment of passengers towards a selective approach based on risk assessment, intelligence, behavioural patterns, etc., as well as randomly applied inspection processes. It is now well recognized that such an approach yields significantly better results, proportionate to the manpower employed, than purely random or intensive examination. So based on purely pragmatic considerations, Customs has already gone some considerable way towards greater facilitation of passengers.

Red/Green Channels

3.2. Another element in this change of approach by Customs has been the advent of the Red/Green channel system. This technique of passenger streaming, which is now in use at a large number of airports around the world, is recommended in the Convention on the Simplification and Harmonization of Customs Procedures (as amended) (otherwise known as the revised Kyoto Convention), adopted by the WCO in 1999. Choice of the Red or Green channel is deemed to be the equivalent to making a formal declaration to Customs as to the goods being brought into the country. In spite of the existence of this provision in the Kyoto Convention, it still remains the practice in some countries to require a written Customs Declaration from each individual passenger upon entering the country.

Pre-departure passenger clearance

3.3. Another approach to passenger facilitation on arrival is the transfer of the Border Control Agencies activities to the airport of departure. Flights arriving from that international point can then be treated as domestic, requiring no further processing. This process (pre-clearance of flights) alleviates some of the pressure at the arrival airport, and can conceivably eliminate the need for staff at small airports with little traffic. Although this approach has had some success, it is not in widespread use and presents some practical, financial and political issues.

Inter-Agency co-operation

3.4. Although the level of co-operation between the various Border Control Agencies has been variable in a number of countries, there are nonetheless several examples of co-operative efforts taking place in order to rationalize procedures, save on manpower and other resources, and facilitate passengers. Such co-operation can result in the clearance process for passengers being reduced in complexity to the level where a single Border Control Agent will be able to process the vast majority of arriving passengers. This agent, representing the various interested agencies, is tasked with conducting a primary inspection of each arriving passenger, and referring those requiring additional examination to the appropriate service. In addition, with increased inter-agency co-operation the case for the development of single inter-agency automated systems, serving the needs of two or perhaps more agencies becomes more compelling. The advent of the concept of a single Border Agent for all initial and simple controls has been a major passenger facilitation improvement, since it avoids the situation of passengers queuing separately to pass multiple border inspections.

Passenger streaming

3.5. A number of other initiatives have been undertaken by the Border Control Agencies in order to facilitate arriving passengers. These mainly involve variations on the passenger-streaming concept. For instance, citizens of the country of arrival may be separated from non-nationals, and streamed through a simplified immigration process. Citizens who travel frequently may be accorded a facilitated service if they agree to comply with certain conditions, and passengers on designated flights may be subject to either intensive or cursory examination depending on flight risk assessments developed by the Border Control Agencies.

Other facilitation initiatives

3.6. In addition to the use of automated systems, which usually involve a database search for a match of personal details with stored alerts, etc., the Border Control Agencies generally, and Customs in particular, have instituted new techniques to help them identify potential or likely offenders. Training for Customs officials who process arriving passengers now routinely

includes behavioural analysis. This enables the official to spot specific behavioural characteristics which can indicate that the passenger in question is a likely offender. Customs are also now regularly using the concept of "Rover" teams, which usually operate in the baggage claim area. These Rover teams, sometimes accompanied by detector dogs specifically trained to detect drugs and to identify the carrier in a passive manner, observe behavioural situations and pinpoint passengers for intensive search by Customs on leaving the baggage claim area. Again, the objective of these techniques is to facilitate the legitimate passenger by focusing enforcement attention on the high-risk passenger.

Electronic Data Interchange (EDI)

3.7.   While the use of all the above procedures and techniques have brought about considerable advances in the passenger clearance process, it is clear that there is always room for improvement - both from the facilitation point of view and from the compliance perspective. The recent upsurge of interest in EDI, and the capabilities it offers for transmission of passenger details to the point of destination well in advance of the passengers' arrival, is seen as a very positive step towards achieving both of these goals.

Advance Passenger Information (API)

3.8.   Advance Passenger Information (API) involves the capture of a passenger's biographic data and other flight details by the carrier prior to departure and the transmission of the details by electronic means to the Border Control Agencies in the destination country. API can also act as a decision making tool that Border Control Agencies can employ before a passenger is permitted to board an aircraft. Once passengers are cleared for boarding, details are then sent to the Border Control Agencies for screening against their enforcement database(s) and can identify high risk passengers requiring for example more intensive questioning upon arrival. While this technique is beginning to be used by more and more Border Control Agencies it has been used by a number of countries for some time. API has the potential to considerably reduce inconvenience and delay experienced by some passengers as a result of necessary border processing. It also provides a system which carriers can use to comply with relevant legislation of the countries they fly into.

4.   ORGANIZATIONAL POLICY

4.1.   WCO policy

4.1.1. As an International Organization responsible for Customs matters, the WCO has, as its goals, the simplification/ harmonization of Customs formalities and the promotion of efficient means of Customs control. This mandate covers passenger movements as well as movements of commercial cargo across international boundaries.

4.1.2. Due to the increased risk, such as trans-national organized crime and international terrorism, Customs have had to enhance their controls on passengers in order to apprehend offenders and to minimize the risk posed on global security.

4.1.3. The combined effect of the need to enhance controls together with the growth in passenger traffic has placed a severe strain on the resources of Customs and other Border Control Agencies. The result has been delays (quite severe in some instances) and increased pressure on airport facilities, many of which were designed to cater for much lower passenger volumes.

4.1.4. The interest of the WCO in API stems mainly from its mandate to help its Members target their scarce resources, and at the same time, improve their service to the travelling public. The WCO sees its role as:

a) providing its Members with information concerning API programme development, and the benefits it can bring;

b) providing a forum in which the constraints on API can be discussed and hopefully resolved; and,

c) seeking to jointly agree standards with the Airline industry so that API does not develop and proliferate in an inconsistent or unstructured way.

4.1.5. The WCO sees API as a very useful technique to enhance controls over passenger, while maintaining facilitation for low risk passengers, which benefit Customs and other Border Control Agencies, Carriers, Airport Authorities (and other passenger facility operators) and Passengers themselves. The revised Kyoto Convention took this into account and API is now included in the Specific Annex J1 (Travellers) of the Convention as "Recommended Practice". The technique has already been used with great successes and is likely to expand in the future. The WCO would like to see API develop in an orderly and disciplined manner, and to that end, would like to see standards and jointly agreed principles put in place so as to facilitate the development and spread of API.

4.1.6. Where countries identify the need for additional API elements, and these are agreed, these Guidelines should be updated accordingly. Additionally, any necessary changes to the UN/EDIFACT passenger list message (PAXLST) structure should be developed jointly and any amendments be submitted by the WCO to the appropriate UN body.

4.2. IATA policy

4.2.1. As the representative of more than 230 scheduled carriers worldwide, IATA's interest in API essentially relates to enhanced facilitation - the improved processing of arriving international passengers through Customs, Immigration and other border controls.

4.2.2. Like the WCO and ICAO, IATA has constantly sought to eliminate unnecessary forms and procedures in international air transport, and the abolition of the passenger manifest has been an important policy objective for the Association. Recent opportunities to automate government control processes have, however, led to a close look at the concept of API and its potential for facilitation improvements.

4.2.3. Collection of passenger details at departure presents a problem of additional workload for carriers at a point in the system where staff and facilities are frequently already stretched to maximum capacity and beyond. Consequently, carrier support for API depends heavily on there being truly realizable benefits for passengers on arrival at destination.

4.2.4. Furthermore, given the practical constraints and financial ramifications associated with data capture and transmission, required information should be limited to that which can be captured by automated means from an official travel document, and where required under national legislation, from the transporting carrier's own reservation and/or departure control systems. This passenger-specific information can then be augmented by basic flight details, also retrieved from the carrier's systems by automated means. With this in mind, IATA sees particular benefit in co-operating with the WCO and ICAO to define the data and message sets for API systems under UN/EDIFACT PAXLST message standards that have been internationally agreed and widely adopted by participating countries. IATA, through its Simplifying Passenger Travel (SPT) initiative, is also committed to establishing mutually

agreed principles, which can expand the benefits of automating and integrating all elements of the passenger process from origin to destination.

4.2.5. IATA's believes that the true value to this Guideline comes from its focus on a single harmonised approach to data collection and its ultimate transmission to all interested Border Control Agencies via a single and globally interoperable message structure and format. In today's environment where Authorities at the point of origin, in transit countries and at the final destination all are mandating provision of advance passenger information, any other approach than one applied by all the parties in a similar manner will result only in unnecessary complexity in systems needed to support multiple data exchange process requirements. The costs of multiple approaches is prohibitive for all stakeholders involved in the process, and the impact of these unaligned requirements on airport operations is far greater than the benefits to any single party derived from implementing a program outside the confines of this Guideline.

4.2.6 Ultimately, it is IATA's view that to achieve the greatest possible benefits, passenger data exchange processes must evolve to the point where a common and globally agreed data set is collected one time from each person for whom it is required, transmitted once to all having a need to know, and then used in the most efficient way possible based on clearly established risk analysis criteria and consistent with acceptable data privacy norms.

4.2.7 At the present time, the majority of legacy carriers are limited in their capabilities for transmission of API information to UN/EDIFACT Paxlst messaging via airline communication networks. While other modes of transmission, such as XML or via web-based applications are being studied, their widespread implementation is still at some point in the future. Accordingly, IATA strongly supports national initiatives under which Governments provide a range of data provision alternatives, with UN/EDIFACT Paxlst messaging the common denominator for interoperability.

4.3. ICAO Policy

4.3.1. The International Civil Aviation Organization (ICAO) is an intergovernmental organization established by the Convention on International Civil Aviation (Chicago Convention) in 1944. A specialized agency of the United Nations, ICAO serves as the medium for establishment of standards and recommended practices by its 190 Contracting States, in the fields of safety, security, aviation environment protection and facilitation.

4.3.2. ICAO's interest in API systems stems from the Chicago Convention's mandates for Contracting States to prevent unnecessary delays by facilitating border clearance formalities and to adopt internationally standard Customs and immigration procedures. Moreover, national programmes of travel document issuance and security, and the efficacy of inspection systems in controlling smuggling and illegal migration, can have a significant effect on the security of civil aviation.

4.3.3. Equally, the application of technology and modern management science to control systems, in order to facilitate international traffic flow, is increasingly important in the present climate of intensified security controls. Increased congestion and lengthened processing times caused by the sudden imposition of unfamiliar procedures can be counterproductive to security, as the confusion and disorder that result can be exploited by those seeking to evade inspection.

4.3.4. In recent years, projects in the facilitation programme have aimed at a strengthened and more efficient system of border controls at airports, addressed at raising the level of general security and at the same time yielding measurable improvements in facilitation for the vast majority of travellers.

4.3.5. States have begun to use API as a tool to achieve these objectives, and to enhance inspection by customs, immigration and aviation security (AVSEC). An API programme's success can be measured by the increase in operational efficiency and reduction in airport congestion which are achieved. However, States, in their hurry to introduce API systems, have tended to deviate from the internationally agreed recommendations found in these Guidelines.

4.3.6. Consequently, the following specific recommendations are proposed for adoption by States, at the least:

a) States should consider adoption of API in the context of a total system approach to border management, encompassing the issuance of machine readable passports and visas including electronic visas, migration to automated entry/exit records to replace embarkation/disembarkation cards, and interoperability among the API systems of other participating States.

b) Future configurations of API-based border control systems should include the deployment of biometric technology to assist with the identification and identity confirmation of passengers upon arrival.

5. COSTS AND BENEFITS OF API

5.1. In deciding whether to adopt API, potential providers of the passenger data (the carriers) and potential users of the data (the Border Control Agencies), will need to examine and then determine if the benefits which this technique can provide can justify the costs involved both from a start-up viewpoint and for on-going operation.

5.2. The costs, which will be incurred by both carriers and Border Control Agencies, can be measured with some confidence. The benefits, which API can bring, are less easy to quantify. This section of the Guideline seeks to identify those areas where costs will likely be incurred, so that potential API users are aware of the cost implications of API and can measure these in their own company or administration.

5.3. The Guideline also identifies the potential benefits of API. Some of these benefits are tangible in nature; e.g. staff savings. However other benefits, such as "greater convenience for the travelling public", are more difficult to quantify in purely monetary terms but may be competitively very valuable.

COSTS

5.4. Border Control Agencies:

5.4.1. Where no offender/suspect database currently exists, there will clearly be a substantial cost involved in establishing such a system. Ideally, in such a situation it would be desirable to establish a single inter-agency database for passenger clearance. This is not only a more efficient means of processing passenger list data received by API, it is also more economical, since the development cost would be spread over a number of agencies which could contribute in accordance with their projected use of the system.

5.4.2. Where such databases already exist but are currently only available to one single agency, there will be a cost incurred in merging these systems. It is feasible to have API data feeding one or more Border Control Agency systems. However, it seems prudent and cost

efficient to adopt a co-ordinated approach to API amongst the Border Control Agencies, having the API data processed by one single system rather than simultaneously by several different systems.

5.4.3. Apart from the system related costs involving the development of new systems or the merging of existing systems, there will be costs incurred on the system development side associated with the electronic receipt of passenger data. Incoming data will need to be converted to a format that is compatible with and can be processed by the receiving system. There will be a cost involved in enhancing existing systems to perform this function. The system may also need to produce certain additional outputs associated with the processing of API passengers; e.g. lists of passengers for closer investigation, statistical reports, performance evaluations, etc.

5.4.4. Depending on the arrangements made in individual cases, there may be some data transmission costs payable by the Border Control Agencies. At a minimum, they will incur some cost in connecting their system to one or more selected data networks to enable them to receive passenger data electronically. If the Border Control Agency is responsible for the capture of data on outgoing passengers, then the cost of that data capture will fall to them and also the data transmission costs to the destination country.

5.4.5. In some instances, the Border Control Agencies in the country of arrival have provided Machine Readable Passport readers to the carriers in the airport of departure. Where this is done, there will clearly be a cost involved that can be quite substantial.

5.4.6. As with all systems, costs will be incurred in respect of on-going maintenance and upgrading.

5.5. Carriers:

5.5.1. The principal costs for carriers are associated with system development/integration and capture of passenger details for transmission to the origin and/or destination country of a flight. Costs will likely be incurred in other areas as well; e.g. additional check-in staff to cope with the extended period of time required to complete check-in formalities, additional check-in desks, hardware acquisition, etc. Various techniques can be used to offset these costs to some degree; e.g. agreements with governments, as is the case in Australia, machine-readable passports, "up-stream" capture of passenger data at the time of booking, etc. These issues are examined further in Section 8.2.

5.5.2. The adaptation of carriers' automated reservation systems and/or departure control systems (DCS) to collect, convert, and transmit API data, and to respond to expanding data requirements will also give rise to significant cost.
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5.5.3. On-going maintenance costs will also likely be incurred in respect of the above-mentioned systems.

5.5.4. Finally, there will be the recurring cost of data transmission in respect of the passenger data for each API flight.

5.6. Airport Authorities:

5.6.1. Depending on the current layout of the arrival and passenger processing area, there may be a requirement to re-structure this area to cater for API passengers; i.e. a special stream for API passengers with designated baggage carousels, etc.

BENEFITS

5.7.   Passengers:

5.7.1. One of the main benefits of API, and one of the principal reasons for undertaking the advance transmission of passenger data, is the potential benefit to the travelling public. The time saved by the legitimate (non-targeted) passenger while undergoing normal arrival formalities will, of course, vary from airport to airport. However total clearance times should be significantly reduced, and in normal circumstances, should not exceed the ICAO goal of 45 minutes.

5.8.   Carriers:

5.8.1   The additional passenger data captured at the time reservation is made or during check-in could, in some instances, enhance carrier security and help to ensure that all passengers carry valid official travel documents required for admission to the destination country. This has the potential of reducing carrier exposure to penalties for transporting passengers that are not properly documented.

5.8.2   Where States have implemented interactive API programs, and are able to provide "Board / Do Not Board" responses at time of check-in, carriers may be more readily able to avoid costs associated with the detention and/or removal of persons who might otherwise be determined, based on specific factors available to the Border Control Agencies, to be inadmissible upon arrival at the final destination.

5.8.3. Ultimately API should lead to a stabilisation of airport fees assessed to carriers, since its implementation may enable more efficient utilisation of existing facilities.

5.9.   Border Control Agencies:

5.9.1. One of the major benefits of API for the Border Control Agencies is the enhanced enforcement capability realised through advance notification of the arrival of potential offenders. API permits a thorough and rigorous screening of inbound passengers to be accomplished, targeting those passengers that present the highest risk, and allowing for the faster throughput of low risk passengers.

5.9.2. Since passenger data will be provided in an electronic, readily processed format, there should be a data capture saving, as the Customs/Immigration official will not be required to perform a normal data entry operation when the passenger arrives at the entry point.

5.9.3. API provides for more effective allocation of border control and law enforcement resources. In addition, the increased automation of passenger processing can result in reduced staff costs.

5.9.4. API has the potential to be a catalyst for greater interagency co-operation at both the national and international level.

5.10.   Airport Authorities:

5.10.1. API also assists the growth in passenger traffic being accommodated through improved use of technology rather than additional infrastructure.

5.10.2. Consequently, there should be a reduced need to expand or upgrade current facilities in response to increased traffic, provided data capture can, for the most part, be accomplished through automated means

5.10.3. Greater passenger satisfaction with facilities, fewer complaints, etc.

5.10.4. Better public image nationally/internationally, good for tourism etc.

6.   **NATIONAL PASSENGER PROCESSING STRATEGY**

6.1   In most countries, the responsibility for the implementation of national law regarding persons and goods entering or leaving a country rests with a number of different agencies. These agencies; include Customs, Immigration, Police, Quarantine, Health and Safety, Agriculture, Food and Drug and various combinations of these. Although Customs and Immigration are usually in the front line in respect of processing an arriving passenger into the country, representatives of the other agencies are sometimes present and may be available on a referral basis. In other cases, the functions of some of the other agencies may, in fact, be carried out by Customs.

6.2   Regardless of the arrangements that are in place, it is clear that there must be a high degree of co-ordination among all agencies involved in passenger clearance in order to eliminate unnecessary delays to the travelling public. The degree of co-ordination that already exists varies from country to country, and there are some excellent examples of inter-agency co-operation which result in a speedy service to passengers and savings for the taxpayer.

6.3   Inter-agency co-ordination and co-operation are sometimes difficult to achieve in the airport environment. Attempts to streamline the process may not be welcomed by individuals and agencies whose vested interests may not be served by a rationalization of current procedures. It will be necessary however, if there is to be progress in this area, to ensure that all agencies work together to bring about the type of passenger processing system which both serves the passenger and ensures compliance with national and international law.

6.4   One approach to successful co-operation among all the Border Control Agencies is the development of a Joint Passenger Processing Strategy Plan. Such a plan would be developed jointly, and all the agencies concerned would be jointly committed to it. This plan should be the blueprint for future activities and initiatives aimed at facilitating passengers and ensuring a higher degree of compliance.

6.5   Some considerable thought and effort should be devoted to the development of a plan and it should have the support of the senior management of all the agencies concerned during its development and implementation.

6.6   The following is a checklist of topics which should be covered in the Strategy Plan:

6.6.1   A description of the current passenger processing environment must be agreed. This should contain a narrative and diagrammatic description of the current flow of passengers through the airport. It should identify any areas of difficulty and any actual or potential bottlenecks. Current times taken for passenger processing (Minimum, maximum and average) should be indicated.

6.6.2   The Plan should describe the demands being placed on the Border Control Agencies and on carriers as well. These demands include the legislation that must currently be administered or observed and any future changes anticipated in such legislation. The demands should

also include trends in the growth of such things as drug smuggling or illegal immigration and other similar threats. The Plan should give statistics on passenger numbers - including peaks and troughs - and projections for future growth/decline in these numbers.

6.6.3   The constraints under which the Border Control Agencies and carriers operate should be fully identified. Constraints can exist in the area of manpower or material resources. Many Governments around the world are experiencing severe constraints, particularly in the area of manpower resources. There may also be constraints on the operation of Border Control Agencies due to inadequacies in the facilities provided at certain airports. Such inadequacies can often have an adverse effect on passenger clearance times. Lack of certain material resources can also have an impact. Border Control Agencies may not have available to them certain equipment or facilities which could make their task easier (X-ray equipment, detector dogs, passenger monitoring equipment etc.).

6.6.4   Numerous opportunities exist which can help the Border Control Agencies to carry out their obligations in a more effective and efficient manner. The possibilities afforded by computer systems, which can be used to help identify suspect passengers by checking passport details against data stored on enforcement databases, can be a major benefit to Customs and Immigration. EDI, which is the technology underlying the entire concept of Advance Passenger Information systems, also provides exciting opportunities. A variety of technical aids are now available which can also prove to be very effective tools for enforcement agencies. Improved training methods offer the possibility of enhancing the performance of existing staff. All of these should be considered and included in the Plan.

6.6.5.   Having described the overall situation, the Plan should go on to analyze current practices. Are the Border Control Agencies properly fulfilling their obligations insofar as the application of the law is concerned? If not, what are the factors which prevent or inhibit the Border Control Agencies? Are passengers being facilitated to the greatest extent possible? If not, why is this so? The analysis should thoroughly explore all measures of performance, identify any shortcomings and pinpoint any deficiencies. This part of the Plan should be an impartial assessment of the actual level of service provided by the Agencies concerned.

6.6.6.   The Inter-Agency Plan should then seek to establish certain targets in respect of their activities. Obviously it is very difficult to set enforcement targets which specify numbers of seizures or quantities of illegal products/substances seized. Increases or decreases in seizures do not necessarily reflect success or failure of the enforcement effort. Increases in seizures could be an indication of increased illegal traffic and not a higher real success rate while decreases in seizures could simply mean a reduction in traffic and not a lower real success rate. One area where it is possible to set targets is in the time taken for passenger processing. ICAO has set a target of 45 minutes from disembarkation to final clearance. The Plan should aim to at least conform to this norm, or if possible, to better it. Obviously, not all of the time spent between disembarkation and final clearance is attributable to the Border Control Agencies. Inefficient baggage handling systems can be the cause of considerable delay. There can be substantial delays also prior to disembarkation due to such factors as unavailability of jet-ways and ground transport. All of these factors should be considered when setting targets. It is prudent to set relatively ambitious targets. When some experience has been gained with the new procedures then the targets can be revised if appropriate.

6.7.   Having described the current position, analyzed the existing practices, identified problems and opportunities and then set realistic targets, the Plan should then outline the means necessary to attain those goals. This part of the Plan should address the following areas:

6.7.1. Re-organization of passenger processing procedures. Where the analysis of current practices has identified delays in the process which could be rectified by a change of procedures, such changes should be described.

6.7.2. The introduction of API points to very close collaboration among all the Border Control Agencies, including sharing of responsibilities and information. A description of how a joint passenger clearance process would operate should be provided. The role and responsibility of each agency should be clearly identified.

6.7.3. Co-operation with carriers is clearly a key to API. In preparing the Plan, the Border Control Agencies will need to have close contact with the carriers. The Plan should describe the part to be played by the carriers in the revised clearance process.

6.7.4. The Airport Authorities also have a pivotal role. There is a clear need to involve these authorities in all planning for revision of the passenger processing procedures.

6.7.5. The opportunities afforded by international co-operation with Border Control Agencies in other countries should be explored. Advance Passenger Information can originate from these agencies as well as from carriers. In addition, supplementary information to the basic passport details which are foreseen to be transmitted by API will also often come from overseas counterparts. The mechanism for obtaining this information will need to be examined in the Plan.

6.7.6. Finally, but by no means the least important aspect of the Plan, there should be a description of the use of Information Technology in the processing of passengers. Here, it will be necessary to explore such matters as automated systems for passenger screening (e.g. computerized alert lists/suspect databases). The potential joint use of such systems is another area to be explored. The role of Machine Readable Passports (MRP) will also need to be examined carefully and, of course, the possibility of using API will need to be taken into account.

7. API DATA CAPTURE AND TRANSMISSION

7.1. Data to be captured and transmitted

7.1.1. For API to function successfully and on a widespread basis, it is essential that there be a strict limitation and a very high-degree of uniformity in relation to the data required by the Border Control Agencies which will receive and process that data. From the perspective of the Border Control Agencies, the limitation and harmonization of this data may be somewhat restrictive to their operations. However it is clear that for carriers to capture and transmit passenger data on a large scale to a large number of Border Control Agencies, this limitation and harmonization is essential.

7.1.2. With the above in mind, the WCO, IATA and ICAO have jointly agreed on the maximum set of API data that should be incorporated in the PAXLST message to be used for the transmission of such data by the carriers to the Border Control Agencies in the destination country. However, it is important to note that countries should limit their data requirements to the minimum necessary and according to the national legislation. This data can be divided into two distinct categories:

a)   Data relating to the Flight (Header Data)

b)   Data relating to each individual passenger (Item Data).

7.1.3. Details of the individual data items for each of these two categories are given below. It should be noted that the Flight data should already be available to carriers from their own automated systems. The passenger data corresponds to those items of data that currently appear on machine-readable passports, other official travel documents or those which may be available in the transporting carrier's reservation system. From the point of view of promulgating the use of API, extending the required data element set beyond that limit would hinder carrier's and airport operation. The WCO, IATA and ICAO recommend to their members that the API data must not exceed that given in this guideline.

7.1.4. Data relating to the flight (Header data):

Flight Identification

(IATA Airline code and flight number)

Scheduled Departure Date

(Date of scheduled departure of aircraft (based on local time of departure location)

Scheduled Departure Time

(Time of scheduled departure of aircraft (based on local time of departure location)

Scheduled Arrival Date

(Date of scheduled arrival of aircraft (based on local time of arrival location)

Scheduled Arrival Time

(Time of scheduled arrival of aircraft (based on local time of arrival location)

Last Place/Port of Call of Aircraft

(Aircraft departed from this last foreign place/port of call to go to "place/port of aircraft initial arrival")

Place/Port of Aircraft Initial Arrival

(Place/port in the country of destination where the aircraft arrives from the "last place/port of call of aircraft")

Subsequent Place/Port of Call within the country

(Subsequent place/port of call within the country)

Number of Passengers

(Total number of passengers on the flight)

7.1.5. Data relating to each individual passenger:

a) Core Data Elements as may be found in the Machine Readable Zone of the Official Travel Document

▪ **Official Travel Document Number**

(Passport or other official travel document number)

▪ **Issuing State or Organization of the Official Travel Document**

(Name of the State or Organization responsible for the issuance of the official travel document)

▪ **Official Travel Document Type**

(Indicator to identify type of official travel document)

▪ **Expiration Date of Official Travel Document**

(Expiration date of the official travel document)

▪ **Surname/Given Name(s)**

(Family name and given name(s) of the holder as it appears on the official travel document.)

▪ **Nationality**

(Nationality of the holder)

▪ **Date of Birth**

(Date of birth of the holder)

▪ **Gender**

(Gender of the holder)

▪ **Seating Information**

(Specific seat assigned to the passenger for this flight)

▪ **Baggage Information**

(Number of checked bags, and where required, the baggage tag numbers associated with each)

b) Additional Data elements

▪ **Visa Number**

(Number of the Visa issued)

▪ **Issue Date of the Visa**

(Date of the Visa issuance)

▪ **Place of Issuance of the Visa**

(Name of the place where the Visa was issued)

▪ **Other Document Number Used for Travel**

(The other document number used for travel when the official travel document is not required)

▪ **Type of Other Document used for Travel**

(Indicator to identify type of document used for travel)

▪ **Primary Residence**

- **Country of Primary Residence**

(Country where the traveller resides for the most of the year)

- **Address**

(Location identification such as street name and number.)

- **City**

(City)

- **State/Province/County**

(Name of the State, Province, County, as appropriate)

- **Postal code**

(Postal code)

▪ **Destination Address**

- **Address**

(Location identification such as street name and number.)

- **City**

(City)

- **State/Province/County**

(Name of the State, Province, County, as appropriate)

- **Postal code**

(Postal code)

• **Place of Birth**

(Place of birth such as city and country)

• **Traveller's Status**

(Passenger, Crew, In-transit)

- **Place/Port of Original Embarkation**

(Place/port where traveller originates foreign travel, refer to 8.1.6)

- **Place/Port of Clearance**

(Place/port where the traveller is cleared by the border control agencies)

- **Place/Port of Onward Foreign Destination**

(Foreign place/port where traveller is transiting to, refer to 8.1.7)

- **Passenger Name Record Locator Number (or unique identifier)**

  (As available in the traveller's Passenger Name Record in the carrier's airline reservation system)

Note: a number of other new items may need to be described in Section 8.1.5 based on the outcome of discussions at PTC and adoption of the new Paxlst MIG, as currently proposed. I have not included all possible new elements here. BD

7.1.6. It should be noted that API transmissions will contain data for passengers carried into a country (initial place/port of arrival) from the last place/port of call of that aircraft abroad. API transmissions may provide information of passengers' originating foreign port of embarkation based on the information contained in the transporting carrier's passenger reservation or departure control system.   Where countries identify the need for additional API elements, please refer to paragraph 4.1.6.

7.1.7. The onward foreign destination port may be required for those passengers not intending to enter the territory of the country of transit.

7.1.8. Some countries may prefer to receive identifying passenger data elements from a machine-readable visa they have issued. In these situations that information should be collected in addition to the passport information. However, as automated collection of data from more than one document type has proven unreliable, countries should normally seek to obtain visa information relating to specific passengers through internal linkage of government systems that is based upon data provided by the carrier.

7.1.9. Complete specifications of the above data items are contained in ICAO Doc 9303, Machine Readable Travel Documents. Parts 1, 2 and 3 of Doc 9303 set forth specifications for machine-readable passports, visas and official travel documents, respectively. Diagrams of the machine-readable zones of such documents are found in Appendix II to this Guideline.

7.1.10 With respect to the message format for data transmission, it is recommended that the UN/EDIFACT standard should be used to ensure that global interoperability is achieved and to avoid difficulties and significant additional costs that would be caused by the introduction and use of local national standards. A standard electronic message has been developed specifically to handle passenger manifest transmissions. This message is known as the PAXLST (Passenger List) message. An implementation guide to the UN/EDIFACT PAXLST message is included in Appendix III to this Guideline. This Appendix can be amended regularly to reflect latest development. Accordingly, administrations and airlines should contact the WCO, IATA or ICAO to ensure that they obtain most up-to-date version.

7.2. Data capture methods:

7.2.1. Perhaps the most critical aspect of API is the means by which the data to be transmitted to the Border Control Agencies in the destination country is captured. Data capture can be costly, time consuming, labour intensive and error prone. The capture of data concerning departing passengers at the airport of departure introduces a delay in the check in process that could, if not managed properly, offset the potential advantage to passengers provided by efficient API applications. If the check-in process in unduly prolonged, then API will simply shift much of the delays and congestion away from the arrival area to the departure area. It is vital therefore that the effect of API on the check-in process is kept to the absolute minimum.

7.2.2. Machine Readable Travel Documents

Machine Readable Travel Documents (MRTD) and Document Readers are an important component in API. The use of this technology for data capture at the airport of departure can greatly reduce delays. It is estimated that manual keying of API data from an official travel document takes about 45 seconds per passenger. On a flight of 200 people, the total additional time for check-in formalities is therefore 150 minutes. Assuming that there are 5 check-in counters dedicated to that flight, it would take approximately 30 minutes longer overall to check-in all passengers. This means passengers reporting at the airport 30 minutes earlier than normal or the flight being delayed by 30 minutes.

7.2.3. Accordingly, in addition to the normal flight data provided in paragraph 8.1.4, it is essential, where practicable, that States limit their API programme requirements to traveller data elements that can be captured by automated means from the machine-readable zone of the MRTD. Where additional data elements not present in the machine-readable zone of the MRTD are required, they should be limited to those recorded by the issuing State in the document's visible zone. Except where specified by the national legislation, States should avoid mandatory data elements that require airline personnel to manually record a traveller's verbal statements.

7.2.4 Using an MRTD and reader, integrated with the check-in process, minimizes disruption and the time required for data capture. Machine reading is both quick and avoids manual input errors. The MRTD specifications have been adopted by ICAO and endorsed by the International Organization for Standardization (ISO) as ISO Standards 7501-1, 7501-2 and 7501-3. Travel Documents which do not conform to the ICAO specifications cannot be read by the document reading devices which are programmed to read MRTDs.

7.2.5 "Up-stream" data capture

Another mechanism which might be useful in reducing time spent on data capture at check-in and thus further facilitate the passengers would be to consider what use might be made of data captured when the reservation is made. Such data is still speculative and must be manually verified or even re-captured at check-in to prevent manipulation and avoid substitution and/or input error.

7.2.6 However, it should be noted that most countries requiring API hold the carrier transporting an individual to their territory responsible for the accuracy of API data transmitted, and may impose significant financial penalties for inaccuracies or omissions. Accordingly, many carriers are unable to make use of data captured at time of reservation or that which is captured by another carrier at point of origin.

7.3. Data transmission:

7.3.1. Since API uses Electronic Data Interchange (EDI) techniques, there will clearly be a need for participating carriers and Border Control Agencies to have their automated systems connected to one or more data transmission networks so that the passenger details can be transmitted and received electronically.

7.3.2. From a user perspective, the network provider used to transport the API data should not be an issue. A number of organizations are capable of providing a reliable and secure data transmission service to those wishing to send or receive API. The choice of data network will ultimately be determined by cost and by other considerations, such as existing business relationships with a data network provider.

7.3.3. Border Control Agencies should consider establishing systems, as secondary alternatives that are capable of receiving secure (encrypted) e-mail or internet transmissions of API data as a means of reducing data transmission cost for participating carriers, particularly in respect of carriers that do not operate with traditional reservations and/or departure control systems, and which may not have the operational capability to produce UN/EDIFACT Paxlst messages.

8. LEGAL ASPECTS OF API

8.1. Border control agencies can access passengers' personal data on the arrival of the passenger at the border. API provides those agencies with data they could otherwise access upon that arrival. It is simply providing data at an earlier time and through different means with the aim of expediting the passengers' clearance through border controls.

8.2. Data privacy and data protection legislation have been enacted in many countries in recent years in order to protect the individual's right to privacy and to allow individuals to have access to their own personal data held in computer systems and databases in order to verify its accuracy.

8.3. This legislation can vary from country to country. However, there is a large degree of commonality of provisions of such legislation. Data privacy and data protection legislation typically requires that personal data undergoing automated (computer) processing :

- Should be obtained and processed fairly and lawfully;
- should be stored for legitimate purposes and not used in any way incompatible with those purposes;
- should be adequate, relevant and not excessive in relation to the purposes for which they are stored;
- should be accurate and, where necessary, kept up to date;
- should be preserved in a form which permits identification of the data subjects for no longer than is required for the purposes for which that data is stored.

8.4. Such legislation also usually incorporates provisions concerning the right of access by data subjects to their own personal data. There may also be provisions regarding disclosure of personal data to other parties, and about transmission of such data across national borders and beyond the jurisdiction of the country in which it was collected.

8.5. It is clear from the above that the existence of such legislation may well have an impact on a carrier's ability to capture personal details of passengers and to transmit this data to a foreign government. However, it is also clear that the nature of API data (basic personal

information that appears in an official document) and the use to which it is put, should conform to the national law of most countries. The long-term archiving of passenger manifests on computer media and the use of such data for purposes other than national security or passenger clearance may pose problems in certain countries.

8.6.   Because of the differences in the provisions and interpretation of data privacy laws from country to country, carriers being required to participate in API should enquire on a case-by-case basis whether the capture, storage and transmission overseas of the passenger details mentioned in this Guideline is in contravention of national law. Where such contravention is determined, the country requiring the API data should, to the best of its abilities, seek to address and resolve those legal concerns.

9.   CONCLUSIONS

9.1.   API is a technique that has the capability of bringing substantial advantages to all involved in the movement of passengers. The WCO, IATA and ICAO are convinced of its effectiveness.

9.2.   The widespread use of API depends to a large degree on a common approach by all concerned (Carriers and Border Control Agencies) to the question of data standards. In effect this means that the Border Control Agencies worldwide must standardize their data requirements for API, and must also adopt a standard format for the electronic transmission of such data. This paper contains the jointly agreed data and UN/EDIFACT messaging standards which are recommended by the WCO, IATA and ICAO.

9.3.   From the point of view of the Border Control Agencies, it is clear that the efficient use of API data received from carriers can only be achieved if there is close co-operation between all the agencies concerned. In this context, API can be the catalyst for increased contact between these agencies and the development of common programs which can be of benefit from both the compliance and the facilitation point of view. Agreement on a joint national passenger processing strategy, in which API plays a central role, is of critical importance.

————————

APPENDIX I: DIAGRAMS ON MACHINE READABLE ZONES OF MACHINE READABLE TRAVEL DOCUMENTS

(THESE DIAGRAMS ARE REPRODUCED WITH THE PERMISSION OF ICAO. PLEASE REFER TO ICAO DOCUMENT 9303: PART 1 (Volume 1) (6th Edition, 2006); Part 2 (3rd Edition, 2005); and Part 3 (Volume 1) (3rd Edition, 2008)

APPENDIX 6 to Section IV

CONSTRUCTION OF THE MACHINE READABLE ZONE OF THE PASSPORT DATA PAGE

P indicates that the document is a passport book. One additional character may be used to further identify the document at the discretion of the issuing State.

The three-letter code to indicate the issuing State*

Primary identifier. Where there is more than one component, they shall be separated by a single filler.

Double filler characters indicate that this is the end of the primary identifier.

Secondary identifier. Each component is separated by a single filler character.

Filler characters used to complete the upper machine readable line, which indicate there are no other name components included.

P<UTOERIKSSON<<ANNA<MARIA <<<<<<<<<<<<<<<<<<<<

L898902C<3UTO690806 1F940623 6 ZE184226B<<<<< 1 4

Document number comprising up to 9 alphanumeric characters. Unused character positions occupied by a filler (<).

Check digit on the document number

Nationality of the holder represented by a three-letter code*

Holder's date of birth in format YYMMDD

Check digit on date of birth

Sex of holder (M, F or <)

Date of expiry of the document in format YYMMDD

Check digit on date of expiry

Optional data at the discretion of the issuing State

Check digit on optional data

Overall check digit on the lower machine readable line

NOTES
1. * Three letter codes are given in Appendix 7.
2. Dotted lines indicate data fields; these, together with arrows and comment boxes, are shown for the reader's understanding only and are not printed on the document.
3. Data is inserted into a field beginning at the first character position starting from the left. Any unused character positions shall be occupied by filler characters (<).

APPENDIX 6 to Section IV

CONSTRUCTION OF THE MACHINE READABLE ZONE
OF A FORMAT-A VISA

Primary identifier.
Where there is more
than one component,
they shall be separated
by a single filler.

Secondary identifier.
Each component
is separated by a
single filler character.

V indicates that the
document is a visa.
One additional
character may be
used to further identify
the document at the
discretion of the
issuing State.

Double filler
characters
indicate that
this is the end
of the
primary identifier.

Filler characters, used to
complete the
upper machine readable line,
indicate there are no
other name components included.

Three-letter code
to indicate the
issuing State *

```
V<UTOERIKSSON<<ANNA<MARIA<<<<<<<<<<<<<<<<<<<<<<<
```

```
L898902C<3UTO6908061F9406236ZE184226B<<<<<<<<
```

Sex of
holder
(M, F or <)

Check digit
on date
of expiry

Passport or visa number
comprising up to 9
alphanumeric characters.
Unused character positions
occupied by a filler (<).

Nationality of
the holder
represented
by a three-
letter code *

Check digit
on date of
birth

Date of expiry
of the visa
in format
YYMMDD

Optional data
at the discretion
of the issuing State

Check digit
on the
document number

Holder's date of birth
in format YYMMDD

NOTES:
1. *Three-letter codes are given in Appendix 1 of Section III.
2. Dotted lines indicate data fields; these, together with arrows and comment boxes, are shown for the reader's understanding only and are not printed on the document.
3. Data are inserted into a field beginning at the first character position starting from the left. Any unused character positions shall be occupied by filler characters (<).

CONSTRUCTION OF THE MACHINE READABLE ZONE OF td1
(Appendix 6 to Section V)

A, C, or I as the first character indicates that the document is an Official Travel Document. One additional character may be used to further identify the document at the discretion of the Issuing State, but it may not be V, or C (after I). On a Passport card the first & second characters are IP. On a Crew Member Certificate they are AC.

Document number comprising up to 9 alphanumeric characters Unused character positions occupied by a filler (<)

The three letter code to indicate the Issuing State *

Check digit on the document number

Optional data at the discretion of Issuing State

Check digit on date of birth

Nationality of the holder represented by a three letter code *

```
I< UTO D23145890 7 <<<<<<<<<<<<<<<<
```

Holder's date of birth in format YYMMDD

Optional data at the discretion of Issuing State

```
3 4 0712 7M 9 50712 2UTC<<<<<<<<<<<<<2
```

Date of expiry of the document in format YYMMDD

Sex of holder (M or F or <)

Check digit on date of expiry

Composite check digit for upper and middle machine readable lines

```
STEVENSON<<PETER<JOHN<<<<<<<<<
```

The Primary Identifier. Where there is more than one component, they shall be separated by a single filler

Double filler characters indicate that this is the end of the Primary Identifier

Secondary Identifier. Each component is separated by a single filler character

Filler characters used to complete the lower machine readable line. Indicates there are no other name components included.

Notes
1. (*) Three-letter codes are given in Appendix 1 of Section IV. (This note is in reference to the ICAO document.
2. Dotted lines indicate data fields; these, together with arrows and comment boxes, are shown for the readers; understanding only and are not printed on the document.
3. Data inserted into a field beginning at the first character position starting from the left. Any unused character position shall be occupied by filler characters.

APPENDIX II to
GUIDELINES ON
ADVANCE PASSENGER INFORMATION

WCO/IATA
PASSENGER LIST MESSAGE
(PAXLST)

IMPLEMENTATION GUIDE

15 October 2010

Version 3.0

PASSENGER LIST MESSAGE (PAXLST) IMPLEMENTATION GUIDE

TABLE OF CONTENTS

PASSENGER LIST MESSAGE (PAXLST) IMPLEMENTATION GUIDE

> *This Document includes all the data requirements agreed by the WCO, IATA and ICAO and should be used as a basis for development of the air mode PAXLST message.*
>
> *The WCO Council formally adopted the Advanced Passenger Information Guidelines and this Implementation Guide in June 2010.*
>
> *IATA formally adopted the revised PAXLST message in February 2010.*
>
> *ICAO approved the revised PAXLST message in October 2010.*

1.0   INTRODUCTION

The first edition of the Advanced Passenger Information Guidelines was published in 1993 and included the data requirements that carriers were required to provide when reporting Advanced Passenger Information (API) to Border Control Authorities.

The Guideline also contained the specifications for the WCO/IATA subset of the UN/EDIFACT PAXLST message that had been designed as multi-modal, multi-functional message.

In October 2002, the WCO and IATA jointly updated the API Guidelines and reached agreement on a revised set of API data requirements.

This finalised set, adopted jointly by the WCO, IATA and ICAO in 2010, includes additional data elements that have been adopted by a number of Border Control Agencies in response to heightened security concerns within the air travel industry.   This document represents the maximum number of data elements that carriers may be required to provide when reporting Advanced Passenger Information (API) to Border Control Authorities.

Carriers need to be aware that some Border Control Authorities may not require all elements of the set.

The set of requirements have been mapped into the WCO/IATA subset of the UN/EDIFACT PAXLST message and a detailed PAXLST Message Implementation Guide has been developed by the WCO and IATA.

The purpose of this Guide is to aid border control authorities and carriers in the understanding of the UN/EDIFACT PAXLST message before beginning detailed development and implementation.

This Guide contains the PAXLST message branching diagram and describes the function and use of each segment within its relative position within the message.
Examples on a segment basis and on a message basis are also included.

2.0 MESSAGE RELATIONSHIPS

The PAXLST is a standalone batch message for which there is no direct response message.

The agreed data requirements for the WCO/IATA PAXLST message are defined in Section 8 of the Advanced Passenger Information Guidelines and for the purpose of message design are reproduced as follows:

Flight Information (Header Data)
  Airline Code and Flight Number
  Last Place/Port of Call for Aircraft
  Place/Port of Initial Arrival for Aircraft
  Scheduled Local Departure Dates/Times
  Scheduled Local Arrival Dates/Time
  Subsequent Place(s)/Port(s) of Call within the Country (for Progressive Flights)
  Place/Port of Final Destination within the Country (for Progressive Flights)
  Number of Passengers and Number of Crew Members

Data relating to each individual passenger or crew member :
  • Core Data Elements as may be found in the Machine Readable Zone of the Official Travel Document
      Official Travel Document Number
      Issuing State or Organization of the Official Travel Document
      Official Travel Document Type
      Expiration Date of Official Travel Document
      Surname/Given Name(s)
      Nationality
      Date of Birth
      Gender
  • Additional Data elements
      Visa Number
      Issue Date of the Visa
      Place of Issuance of the Visa
      Other Document Number Used for Travel
      Type of Other Document Used for Travel
      Primary Residence
          Address
          City
          State/Province/County
          Postal Code
          Country

Destination Address
    Address
    City
    State/Province/County
    Postal Code

Place of Birth

Country of Primary Residence
Traveller's Status

Place/Port of Original Embarkation

Place/Port of Clearance

Place/Port of Onward Foreign Destination

Passenger Name Record Locator Number (or unique identifier)

In addition, there may a requirement to include any of the following data elements:

- Contact Information for the person or entity responsible for the message content
- Passenger Reference Number (supplement to Passenger Name Record Locator
- Information Verified indicator
- Passenger Contact information
- Seat Assignment
- Bag Tag Identification
- Checked Bag Quantity

Accordingly, provisional allowance is made for inclusion of these data consistent with UN/EDIFACT construction rules.

3.0   MESSAGE STRUCTURE FOR THE PAXLST MESSAGE

This message specification is based on the UN/EDIFACT Passenger List (PAXLST) Message and is specific to the air mode. It permits the transfer of passenger and crew member data from an airline to a Border Control Authority or other designated authority in the country of arrival (or departure) of the means of transport.

The basic concept of the PAXLST message is that there is one message for all passengers on the specified flight and there is another message for the crew members on that flight.
The messages may be transmitted separately or combined into one transmission.
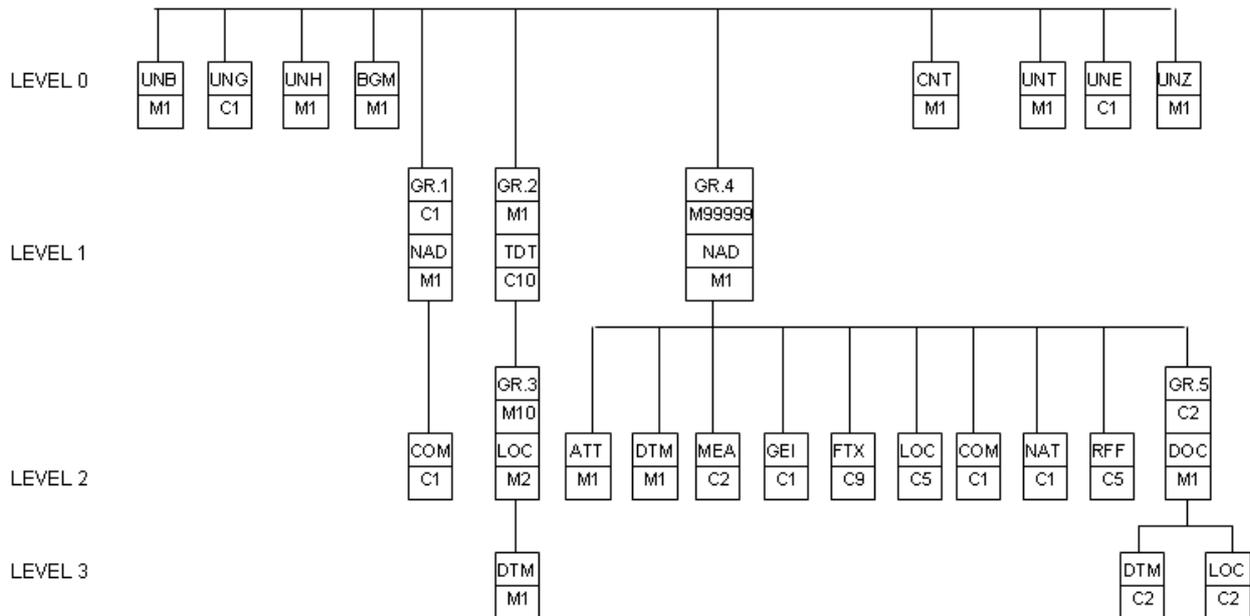
3.1 APPLICATION SEGMENTS USED IN THE WCO/IATA PAXLST MESSAGE

The segments included in the air mode implementation of PAXLST are:

ATT	Attribute
BGM	Beginning of Message
CNT	Control Total
COM	Communication Contact
DOC	Document/Message Details
DTM	Date/Time/Period
FTX	Free Text
GEI	Processing Information
LOC	Place/Location Identification
NAD	Name and Address
NAT	Nationality
RFF	Reference
TDT	Details of Transport
UNA	Service Segment Advice
UNB	Interchange Header
UNE	Functional Group Trailer
UNG	Functional Group Header
UNH	Message Header
UNT	Message Trailer
UNZ	Interchange Trailer

It should be noted that the UN/EDIFACT PAXLST message includes other segments not included above.

3.2 UNITED NATIONS SERVICE SEGMENTS

The UN Service Segments UNA, UNB and UNZ should be implemented as they are described in ISO 9735 Application Level Syntax Rules - Version 4. The use of the UNG and UNE segment pair is optional within UN/EDIFACT message syntax.

Data requirements for these segments are determined on a bilateral basis between individual carriers and respective border control authorities.

4.0 SEGMENT DETAILS FOR USE IN THE PAXLST MESSAGE

This Section provides a detailed table of each segment, in their relative position within the message, that may be required for the air mode PAXLST message.

Each table contains the UN/EDIFACT composite element and data element names, numbers and formats.

The table also contains the PAXLST format and status (Mandatory, Conditional or Not Applicable) of the elements within the segment, the number of repetitions, and the indication of a code set.

The elements that may be used in each segment are indicated by **bolding** the element name.

M or **C** in the Status column indicate a Mandatory or Conditional element.

N/A in the Status column indicates that there is no requirement to populate this field.

Additional comments on the use of the elements are also provided.

Code set values that may be used in each segment are provided in **BOLD** text.
Examples of other values are provided in ***BOLD ITALICISED*** text.

4.1   UNA: SERVICE STRING ADVICE

Function: The Service String Advice (UNA) is Condictional and provides the capability to specify the service characters (delimitation syntax) used within the interchange. The UNA service string advice **must** be used if the service characters differ from the defaults. The UNA is optional if the default characters are used.

When used, the service string advice shall appear immediately before the interchange header segment. The service string advice shall begin with the upper case characters UNA immediately followed by six characters in the order shown below.   The same character shall not be used in more than one position of the UNA.

Default Service Characters		
Name	**Graphic Representation**	**Functionality**
Colon	**:**	Component Data Element Separator
Plus sign	**+**	Data Element Separator
Question mark	**?**	Release Character
Asterisk	*****	Repetition Separator
Apostrophe	**'**	Segment Terminator

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
COMPONENT DATA ELEMENT SEPARATOR	UNA1	n1	n1	M	-	-	-	
DATA ELEMENT SEPARATOR	UNA2	n1	n1	M	-	-	-	
DECIMAL MARK	UNA3	n1	n1	M	-	-	-	
RELEASE CHARACTER	UNA4	n1	n1	M	-	-	-	
REPETITION SEPARATOR	UNA5	n1	n1	M	-	-	-	
SEGMENT TERMINATOR	UNA6	n1	n1	M	-	-	-	

Example: UNA:+.? *) – In this example, the right-parens represents the exception to the default Segment Terminator.

4.2 UNB: INTERCHANGE HEADER

Function: To start, identify and specify an interchange.

The conditional Status (C) of elements within this segment is used to indicate that Border Control Authorities may establish bilateral requirements for these data elements.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
SYNTAX IDENTIFIER	S001	-	-	M	1	-	-	
Syntax identifier	0001	a4	a4	M	1	-	S001	**UNOA**
Syntax version number	0002	n1	n1	M	1	-	S001	**4**
INTERCHANGE SENDER	S002	-	-	M	1	-	-	
Sender identification	0004	an..35	an..35	M	1	-	S002	*'AIRLINE1'* Sender of the message
Partner identification code qualifier	0007	an..4	N/A	C	-	-	-	
Address for reverse routing	0008	an..14	N/A	C	-	-	-	
INTERCHANGE RECEIVER	S003	-	-	M	1	-	-	
Recipient identification	0010	an..35	an..35	M	1	-	S003	*'NZCS'* Receiver of the message
Partner identification code qualifier	0007	an..4	N/A	C	-	-	-	
Routing address	0014	an..14	N/A	C			-	
DATE AND TIME OF PREPARATION	S004	-	-	M	1	-	-	
Date of preparation	0017	n6	n6	M	1	-	S004	*'091128'* The default format is 'YYMMDD' (n6)
Time of preparation	0019	n4	n4	M	1	-	S004	*'0900'* The default format is 'HHMM' (n4)
INTERCHANGE CONTROL REFERENCE	0020	an..14	an..14	M	1	-	-	'*000000001*' Will be repeated in UNZ data element 0020
RECIPIENTS REFERENCE PASSWORD	S005	-	N/A	C	-			
Recipient reference password	0022	an..14	N/A	M			S005	
Recipient reference password qualifier	0025	an..2	N/A	C			S005	
APPLICATION REFERENCE	0026	an..14		C				

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
PROCESSING PRIORITY CODE	0029	a1		C				
ACKNOWLEDGEMENT REQUEST	0031	n1		C				
COMMUNICATIONS AGREEMENT ID	0032	an..35		C				
TEST INDICATOR	0035	n1		C				

Example

UNB+UNOA:4+AIRLINE1+NZCS+091128:0900+000000001'

4.2.8 UNG: FUNCTIONAL GROUP HEADER

Function: To head, identify and specify a Functional Group.

The conditional Status (C) of elements within this segment is used to indicate that Border Control Authorities may establish bilateral requirements for these data elements.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
FUNCTIONAL GROUP IDENTIFICATION	0038	an6	an6	M	1	-	-	**PAXLST**
APPLICATION SENDER IDENTIFICATION	S006	-	-	M	1	-	-	
Application Sender identification	0040	an..35	an..35	M	1	-	S006	*'AIRLINE1'* Sending Application
Partner identification code qualifier	0007	an..4	N/A	C	-	-	S006	
APPLICATION RECIPIENT IDENTIFICATION	S007	-	-	M	1	-	-	
Application Recipient identification	0044	an..35	an..35	M	1	-	S007	*'NZCS'* Receiving Application
Partner identification code qualifier	0007	an..4	N/A	C	-	-	S007	
DATE AND TIME OF PREPARATION	S004	-	-	M	1	-	-	
Date of preparation	0017	n6	n6	M	1	-	S004	*'091128'* The default format is 'YYMMDD' (n6)
Time of preparation	0019	n4	n4	M	1	-	S004	*'0900'* The default format is 'HHMM' (n4)
FUNCTIONAL GROUP REFERENCE NUMBER	0048	an..14	an..14	M	1	-	-	*'000000001'* Will be repeated in UNE data element 0048
CONTROLLING AGENCY	0051	an..2	an..2	M	1	-	-	**UN**
MESSAGE VERSION	S008	-	-	M	1	-	-	
Message Type Version Number	0052	an..3	an..3	M	1	-	S008	*'D' (for example)*
Message Type Release Number	0054	an..3	an..3	M	1	-	S008	*'05B'* **See Note.**
Association assigned code	0057	an..6		C				
APPLICATION PASSWORD	0058	an..14		C				

Example

UNG+PAXLST+AIRLINE1+NZCS+091128:0900+000000001+UN+D:05B'

Note: Border Control Authorities may establish bilateral requirements for the value placed in this data element.

4.4 UNH: MESSAGE HEADER

Function: To identify and specify the PAXLST message.

The conditional Status (C) of elements within this segment is used to indicate that Border Control Authorities may establish bilateral requirements for these data elements.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
MESSAGE REFERENCE NUMBER	0062	an..14	an..14	M	1	-	-	'***MSG001***' Will be repeated in UNT data element 0062
MESSAGE IDENTIFIER	S009	-	-	M	1	-	-	
Message type	0065	an..6	a6	M	1	-	S009	**PAXLST**
Message version number	0052	an..3	a1	M	1	-	S009	**D**
Message release number	0054	an..3	an2	M	1	-	S009	***'05B'*** **See Note2.**
Controlling agency, coded	0051	an..2	a2	M	1	-	S009	**UN**
Association assigned code	0057	an..6	a4	M	1	-	S009	**IATA** See Note1
Code list directory version number	0110	an..6		C			S009	
Message type sub-function identification	0113	an..6		C			S009	
COMMON ACCESS REFERENCE	0068	an..35		C	1			
STATUS OF THE TRANSFER	S010			C	1			
Sequence of transfers	0070	n..2		M			S010	
First and last transfer	0073	a1		C			S010	
MESSAGE SUBSET IDENTIFICATION	S016			C	1			
Message subset identification	0115	an..14		M			S016	
Message subset version number	0116	an..3		C			S016	

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
Message subset release number	0118	an..3		C			S016	
Controlling agency, coded	0051	an..3		C			S016	
MESSAGE IMPLEMENTATION GUIDELINE IDENTIFICATION	S017			C	1			
Message implementation guideline identification	0121	an..14		M	1		S017	
Message implementation guideline version number	0122	an..3		C			S017	
Message implementation guideline release number	0124	an..3		C			S017	
Controlling agency, coded	0051	an..3		C			S017	
SCENARIO IDENTIFICATION	S018			C	1			
Scenario identification	0127	an..14		M			S018	
Scenario version number	0128	an..3		C			S018	
Scenario release number	0130	an..3		C			S018	
Controlling agency, coded	0051	an..3		C			S018	

Example

UNH+MSG001+PAXLST:D:02B:UN:IATA´

Note 1

The use of code value 'IATA' in data element 0057 is used to indicate that airport and airline codes are IATA assigned codes.

Note 2:

Border Control Authorities may establish bilateral requirements for the value placed in this data element.

4.5 BGM: BEGINNING OF MESSAGE

Function: To indicate whether the PAXLST message is a passenger or crew list message.

Passenger and crew details **must** be reported in separate PAXLST messages but they may be included in one transmission.

Composite/Data Element	No.	Field Type	Comm. Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
DOCUMENT/ MESSAGE NAME	C002	-	-	M	1	-	-	
Document name code	1001	an..3	n3	M	1	Yes	C002	**250**, **745**
Code list identification code	1131	an..17	-	N/A	-	-	-	
Code list responsible agency code	3055	an..3	-	N/A	-	-	-	
Document name	1000	an..35	-	N/A	-	-	-	
DOCUMENT/MESSAGE IDENTIFICATION	C106							
Document identifier	1004	an..35		N/A				
Version identifier	1056	an..9		N/A				
Revision identifier	1060	an..6		N/A				
MESSAGE FUNCTION CODE	1225	an..3		N/A				
RESPONSE TYPE CODE	4343	an..3		N/A				

Example

    BGM+745' Indicates passenger list
    BGM+250' Indicates crew list declaration

4.6 NAD: NAME AND ADDRESS - GR. 1

Function: To specify a contact responsible for the message content.
This may either be an assigned profile or the name of the contact person.

If the 'name' (data elements 3036) is used, then contact details must be provided in the following COM (Communication Contact) segment.

Composite/Data Element	No.	Field Type	Comm. Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
PARTY FUNCTION CODE QUALIFIER	3035	an..3	a2	M	1	Yes	- -	**MS**
PARTY IDENTIFICATION DETAILS	C082	-	-	C	1	-	-	Used if a Profile has been assigned
Party identifier	3039	an..35	an..35	M	1	-	C082	'*ABC9876*'
Code list identification code	1131	an..17	-	N/A	-	-	-	
Code list responsible agency code	3055	an..3	-	N/A	-	-	-	
NAME AND ADDRESS	C058			N/A				
Name and address description	3124	an..35		N/A				
Name and address description	3124	an..35		N/A				
Name and address description	3124	an..35		N/A				
Name and address description	3124	an..35		N/A				
Name and address description	3124	an..35		N/A				
PARTY NAME	C080	-	-	C	1	-	-	Used if profile has not been established.
Party Name	3036	an..35	an..35	M	1	- -	C080	'*WILLIAMS*' Contact Surname
Party Name	3036	an..35	an..35	M	1	-	C080	'*JANE*' Contact First Name
Party Name	3036	an..35	-	N/A	-	-	-	
Party Name	3036	an..35	-	N/A	-	-	-	
Party Name	3036	an..35	-	N/A	-	-	-	
Party name format code	3045	an..3		N/A	-	-	-	

Composite/Data Element	No.	Field Type	Comm. Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
STREET	C059			N/A				
Street and number or post office box identifier	3042	an..35		N/A				
Street and number or post office box identifier	3042	an..35		N/A				
Street and number or post office box identifier	3042	an..35		N/A				
Street and number or post office box identifier	3042	an..35		N/A				
CITY NAME	3164	an..35		N/A				
COUNTRY SUB-ENTITY DETAILS	C819			N/A				
Country sub-entity name code	3229	an..9		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
Country sub-entity name	3228	an..70		N/A				
POSTAL IDENTIFICATION CODE	3251	an..17		N/A				
COUNTRY NAME CODE	3207	an..3		N/A				

Examples

1. NAD+MS+ABC9876'   Indicates that a profile has been established for this contact with this assigned identification

2. NAD+MS+++WILLIAMS:JANE'   Indicates the name of the contact person

4.7 COM: COMMUNICATION CONTACT - GR. 1

Function: To specify the communication number(s) of the person responsible for the message content. Up to 3 communication numbers can be provided.

Data must be provided if no contact profile has been established.

Composite/Data Element	No.	Field Type	Comm Usage	Status	MaxRep.	Code Set	Comp.	Values / Comments
COMMUNICATION CONTACT	C076	-	-	M	3	-	-	
Communication address identifier	3148	an..512	an..35	M	1	-	C076	*'514 874 0202'*
Communication address code qualifier	3155	an..3	a2	M	1	Yes	C076	**EM**, **FX**, **TE**

Notes

1. The contact details for the 'physical transmitter' of the message may be supplied in data element 0004 in the UNB segment.

Example

COM+514 874 0202:TE+514 874 1779:FX'   Indicates telephone number and fax number of the message sender/contact

4.8 TDT: DETAILS OF TRANSPORT- GR. 2

Function: To identify the flight by IATA airline designator and flight number.

Composite/Data Element	No.	Field Type	Comm. Usage	Status	Max Rep	Code Set	Comp	Values / Comments
TRANSPORT STAGE CODE QUALIFIER	8051	an..3	n2	M	1	Yes	-	**20**
MEANS OF TRANSPORT JOURNEY IDENTIFIER	8028	an..17	an..8	M	1	-	-	'*DL123*'
MODE OF TRANSPORT	C220			N/A				
Transport mode name code	8067	an..3		N/A				
Transport mode name	8066	an..17		N/A				
TRANSPORT MEANS	C228			N/A				
Transport means description code	8179	an..8		N/A				
Transport means description	8178	an..17		N/A				
CARRIER	C040			N/A				
Carrier identifier	3127	an..17		M				'*DL*'
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
Carrier name	3128	an..35		N/A				
TRANSIT DIRECTION INDICATOR CODE	8101	an..3		N/A				

Composite/Data Element	No.	Field Type	Comm. Usage	Status	Max Rep	Code Set	Comp	Values / Comments
EXCESS TRANSPORTATION INFORMATION	C401			N/A				
Excess transportation reason code	8457	an..3		N/A				
Excess transportation responsibility code	8459	an..3		N/A				
Customer shipment authorisation identifier	7130	an..17		N/A				
TRANSPORT IDENTIFICATION	C222			N/A				
Transport means identification name identifier	8213	an..9		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
Transport means identification name	8212	an..35		N/A				
Transport means nationality code	8453	an..3		N/A				
TRANSPORT MEANS OWNERSHIP INDICATOR CODE	8281	an..3		N/A				

Example

    TDT+20+DL123+++DL'   Indicates flight identification DL123, Carrier Code DL

4.9   LOC: PLACE/LOCATION IDENTIFICATION - GR.3

Function: To identify the arrival and departure airports relating to the specified flight.
Airport codes are published in the IATA Airline Coding Directory.

Composite/Data Element	No.	Field Type	Comm Usage	Status	MaxRep	Code Set	Comp.	Values / Comments
LOCATION FUNCTION CODE QUALIFIER	3227	an..3	n..3	M	1	Yes	-	**87**, **92**, **125**, **130**
LOCATION IDENTIFICATION	C517	-	-	M	1	-	-	IATA Locaton Identifiers (Airport Codes)
Location name code	3225	an..35	a3	M	1	-	C517	'*YUL*'
Code list identification code	1131	an..17	-	N/A	-	-	-	
Code list responsible agency code	3055	an..3	-	N/A		-	-	
Location name	3224	an..256	-	N/A		-	-	
RELATED LOCATION ONE IDENTIFICATION	C519			N/A				
First related location name code	3223	an..25		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
First related location name	3222	an..70		N/A				
RELATED LOCATION TWO IDENTIFICATION	C553			N/A				
Second related location name code	3233	an..25		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
Second related location name	3232	an..70		N/A				
RELATION CODE	5479	an..3		N/A				

Examples

1. For a single sector progressive flight departing Brussels to New York, the following data would be provided.

LOC+125+BRU'	Indicates the last airport of departure from a foreign country, i.e. Brussels National
LOC+87+JFK'	Indicates the first airport of arrival in the country of destination, i.e. John F Kennedy International, New York

2. For a multi-sector progressive flight departing Heathrow to Vancouver via Montreal and Ottawa, the following data would be provided.

LOC+125+LHR'	Indicates the last airport of departure from a foreign country, i.e. London Heathrow
LOC+87+YUL'	Indicates the first airport of arrival in the country of destination, i.e. Montreal Dorval
LOC+92+YOW'	Indicates the next airport in the country of destination, i.e. Ottawa International
LOC+130+YVR'	Indicates the final destination airport in the country of destination, i.e. Vancouver International

4.10   DTM: DATE/TIME/PERIOD - GR. 3

Function: To specify the departurre and arrival dates for a flight.
If required, departure and arrival times may also be specified.

All dates and times will be provided in LOCAL time.

Composite/Data Element	No.	Field Type	Comm Usage	Status	MaxR ep.	Code Set	Comp	Values / Comments
DATE/TIME/ PERIOD	C507	-	-	M	1	-	-	
Date or time or period function code qualifier	2005	an..3	n3	M	1	Yes	C507	**189**, **232**
Date or time or period value	2380	an..35	n6 or n10	M	1	-	C507	The default format is 'YYMMDD' (n6) '*020819*' Other format is 'YYMMDDHHMM' (n10). '*0208181315*'
Date or time or period format code	2379	an..3	n3	C	1	Yes	C507	'**201**' If time (HHMM) is included in data element 2380

Examples

1.	**DTM+189:0208181315:201'**	Indicates the scheduled departure date and time of the flight, (i.e. August 18, 2002 at 13:15) Code 201 is used to indicate a YYMMDDHHMM format.
2.	**DTM+232:020819'**	Indicates the scheduled arrival date of flight (i.e. August 19, 2002)

4.11   NAD: NAME AND ADDRESS - GR. 4

Function: To specify the names of passengers and crew aboard a specified flight.

The segment may also be used to specify either the address details of the country of residence or the address details while in a specific country.

Composite/Data Element	No.	Field Type	Comm. Usage	Status	MaxRep.	Code Set	Comp.	Values / Comments
PARTY FUNCTION CODE QUALIFIER	3035	an..3	a2	M	1	Yes	-	**DDT, DDU, FL**, **FM**
PARTY IDENTIFICATION DETAILS	C082			N/A				
Party identifier	3039	an..35		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
NAME AND ADDRESS	C058			N/A				
Name and address description	3124	an..35		N/A				
Name and address description	3124	an..35		N/A				
Name and address description	3124	an..35		N/A				
Name and address description	3124	an..35		N/A				
Name and address description	3124	an..35		N/A				
PARTY NAME	C080	-	-	M	1	-	-	Passenger or Crew Names
Party Name	3036	an..35	an..30	M	1	-	C080	'*SMITH*' Last name
Party Name	3036	an..35	an..30	C	1	-	C080	'*JOAN*' First given name (or initial)
Party Name	3036	an..35	an..30	C	1	-	C080	'*A*' Second given name (or initial)
Party Name	3036	an..35	-	N/A	-	-	-	
Party Name	3036	an..35	-	N/A	-	-	-	
Party name format code	3045	an..3	-	N/A	-	-	-	

Composite/Data Element	No.	Field Type	Comm Usage	Status	MaxRep	Code Set	Comp.	Values / Comments
STREET	C059	-	-	C	-	-	-	Street Address

Composite/Data Element	No.	Field Type	Comm Usage	Status	MaxRep	Code Set	Comp.	Values / Comments
Street and number or post office box identifier	3042	an..35	an…35	M	1	-	C059	'*235 WESTERN ROAD SUITE 203'*
Street and number or post office box identifier	3042	an..35	-	N/A	-	-	-	
Street and number or post office box identifier	3042	an..35	-	N/A	-	-	-	
Street and number or post office box identifier	3042	an..35	-	N/A	-	-	-	
CITY NAME	3164	an..35	an..35	C	1	-	-	'*SLEAFORD*'
COUNTRY SUB-ENTITY DETAILS	C819	-	-	C	1	-	-	State/Province/County Either a code in data element 3229 or a name in data element 3228
Country sub-entity name code	3229	an..9	an..9	C	1	-	C819	'*FL*'
Code list identification code	1131	an..17	-	C	1	-	C819	No value required but element must be accounted for if data element 3228 included
Code list responsible agency code	3055	an..3	-	C	1	-	C819	No value required but element must be accounted for if data element 3228 included
Country sub-entity name	3228	an..70	an..35	C	1	-	C819	'*LINCS*'
POSTAL IDENTIFICATION CODE	3251	an..17	an..17	C	1	-	-	'*PE22 4T5*'
COUNTRY NAME CODE	3207	an..3	a3	C	1	-	-	'*GBR*' ICAO codes in Doc 9303/ISO 3166

Examples

1. **NAD+FL+++SMITH:JOAN:A'**   Indicates passenger with last name Smith, first name Joan and initial A

2. **NAD+FL+++WILLIAMS:JOHN:DONALD+235 WESTERN ROAD SUITE 203+ SLEAFORD+:::LINCS+PE22 4T5+GBR'**

   Indicates passenger with last name Williams, first name John, and second name Donald and with country of residence address.

3. **NAD+DDT+++BARRET:TODD '**   Indicates an 'In Transit' Crew member.

4. **NAD+FM+++CALIBRE:STEPHAN:T '** Indicates a Crew Memeber.

5. **NAD+DDU+++SORENSEN:YNGVAR:L '**   Indicates an 'In Transit' Passenger.

4.12   ATT: ATTRIBUTE - GR. 4

Function: To identify the gender of the passenger or crew member.

Composite/Data Element	No.	FieldType	Comm Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
ATTRIBUTE FUNCTION CODE QUALIFIER	9017	an..3	a1	M	1	Yes	-	**2**
ATTRIBUTE TYPE	C955			N/A			-	
Attribute type description	9021	an..17		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
Attribute type description	9020	an..70		N/A				
ATTRIBUTE DETAIL	C956	-	-	M	1	-	C956	
Attribute description code	9019	an..17	a1	M	1	Yes	C956	**F**, **M**, **U**
Code list identification code	1131	an..17	-	N/A	-	-	-	
Code list responsible agency code	3055	an..3	-	N/A	-	-	-	
Attribute description	9018	an256	-	N/A	-	-	-	

Example

ATT+2++F'	Indicates a female passenger or crew member
ATT+2++M'	Indicates a male passenger or crew member
ATT+2++U'	Indicates when a passenger or crew member does not wish to divulge gender and the Machine Readable Zone of a document has no value (i.e. **<**).

4.13 DTM: DATE/TIME/PERIOD - GR. 4

Function: To specify the date of birth of a passenger or crew member.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
DATE/TIME/ PERIOD	C507	-	-	M	1	-	-	
Date or time or period function code qualifier	2005	an..3	a3	M	1	Yes	C507	**329**
Date or time or period value	2380	an..35	n6	M	1	-	C507	*'640217'* Format is always 'YYMMDD'
Date or time or period format code	2379	an..3	-	N/A	-	-	-	

Examples

    DTM+329:640217'   Indicates the date of birth of the passenger or crew member
                               (i.e. February 17, 1964.)

4.14   MEA: Measurements - GR. 4

Function: To specify physical measurements.

This segment used to report number of Checked Bags.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
MEASUREMENT PURPOSE CODE QUALIFIER	6311	an..3	an..2	M	1	Yes	-	**CT**
MEASUREMENT DETAILS	C502	-	-	N/A	1	-	-	
Measured attribute code	6313	an..3	-	N/A	-	-	C502	
Measurement significance code	6321	an..3	-	N/A	-	-	C502	
Non-discretetmeasurement name code	6155	an..17	-	N/A	-	-	C502	
Non-discretetmeasurement name	6154	an..70	-	N/A	-	-	C502	
VALUE / RANGE	C174	-	-	M	-	-		
Measurement Unit Code	6411	an..8	-	N/A	-	-	C174	
Measure	6314	an..18	an..3	M			C174	*'2'*
Range minimum quantity	6162	an..18	-	N/A	-	-	C174	
Range maximum quantity	6152	an..18	-	N/A	-	-	C174	
Significant digits quantity	6432	an..2	-	N/A	-	-	C174	
SURFACE OR LAYER CODE	7383	an..3	-	N/A	-	-	-	

Examples

MEA+CT++:2'   Indicates that this passenger checked two bags at pre-flight check-in.

4.15   GEI: Processing Information - GR. 4

Function: To identify that information for this passenger has been validated.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
PROCESSING INFORMATION CODE QUALIFIER	9649	an..3	an..1	M	1	Yes	-	**4**
PROCESSING INDICATOR	C012	-	-	M	1	-	-	
Processing indicator description code	7365	an..3	an..3	M	1	-	C012	**'173' for information verified** **'174' for information not verified**
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
Processing indicator description	7364	an..35		N/A				
PROCESS TYPE DESCRIPTION CODE	7178	an..17		N/A				

Examples

GEI+4+173'   Indicates that the information contained for this passenger has been verified.

A.

4.16 FTX: FREE TEXT - GR. 4

Function: To indicate the description and bag tag numbers of the passenger or crew effects.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
TEXT SUBJECT CODE QUALIFIER	4451	an..3	An3	M	1	YES	-	**BAG**
FREE TEXT FUNCTION CODE	4453			N/A				
TEXT REFERENCE	C107			N/A				
Free text description code	4441	an..17		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
TEXT LITERAL	C108	-	-	M	1	-	-	-
Free Text	4440	an.512	an.35	M	1		C108	*'BA123456'*
Free Text	4440	an.512	n..3	C	1		C108	*'3'*
Free Text	4440	an.512		N/A				
Free Text	4440	an.512		N/A				
Free Text	4440	an.512		N/A				
LANGUAGE NAME CODE	3453	an..3		N/A				
FREE TEXT FORMAT CODE	4447	an..3		N/A				

Example

1. **FTX+BAG+++BA987654'** - Single Bag Tag reference
2. **FTX+BAG+++AF012345:3'** - Bag Tag identification with sequential reference

4.17   LOC: PLACE/LOCATION IDENTIFICATION - GR. 4

Function: To identify the place of birth, the airports related to the journey, and the country of residence of passengers or crew members.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
LOCATION FUNCTION CODE QUALIFIER	3227	an..3	n..3	M	1	Yes	-	**22, 174, 178, 179, 180**
LOCATION IDENTIFICATION	C517	-	-	M	1	-	-	Either Airports related to the journey, Place of Birth or Country of Residence
Location name code	3225	an..35	a3	C	1	Yes	C517	*'LIS'* Airport related to journey Or *'CAN* Country of residence
Code list identification code	1131	an..17	-	C	1	-	C517	No value required but element must be accounted for if data element 3224 included
Code list responsible agency code	3055	an..3	-	C	1	-	C517	No value required but element must be accounted for if data element 3224 included No value required
Location name	3224	an..256	an..35	C	1	-	C517	*'AMBER HILL GBR'* Place of Birth
RELATED LOCATION ONE IDENTIFICATION	C519			N/A				
First related location name code	3223	an..25		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
First related location name	3222	an..70		N/A				

Composite/Data Element	No.	Field Type	Comm Usage	Status	MaxR ep	Code Set	Comp.	Values / Comments
RELATED LOCATION TWO IDENTIFICATION	C553			N/A				
Second related location name code	3233	an..25		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
Second related location name	3232	an..70		N/A				
RELATION CODE	5479	an..3		N/A				

Examples

1. **LOC+178+LIS'**   Indicates the airport where a passenger or crew member began their journey, i.e. Lisbon

2. **LOC+179+ORD'**   For intransit passengers or crew members or for progressive clearance flights, indicates the airport where a passenger or crew member will end their journey, i.e. Chicago O'Hare.

3. **LOC+22+BOS'**   For intransit passengers or crew members or for progressive clearance flights, indicates the airport where a passenger or crew member will complete clearance procedures, i.e. Boston Logan.

4. **LOC+180+:::AMBER HILL GBR'**
                    Indicates the place of birth as per ICAO Document 9303.

5. **LOC+174+CAN'**
                    Indicates the country of residence as per ICAO Document 9303 ISO 3166 (3 alpha).

4.18   COM: COMMUNICATION CONTACT - GR. 4

Function: To specify the communication number(s) of the passenger. Up to 2
Communication numbers can be provided.

Composite/Data Element	No.	Field Type	Comm Usage	Status	MaxRep.	Code Set	Comp.	Values / Comments
COMMUNICATION CONTACT	C076	-	-	M	2	-	-	
Communication address identifier	3148	an..512	an..35	M	1	-	C076	*'555 123 2020'*
Communication address code qualifier	3155	an..3	a2	M	1	Yes	C076	**EM**, **TE**

Example

    COM+514 874 0202:TE+514 874 1779:FX'   Indicates telephone number and fax
                                               number of the message sender/contact

4.19   NAT: NATIONALITY - GR. 4

Function: To specify the nationality of the passenger or crew member.

Composite/Data Element	No.	FieldType	Comm Usage	Status	Max Rep	Code Set	Comp	Values / Comments
NATIONALITY CODE QUALIFIER	3493	an..3	n1	M	1	Yes	1	**2**
NATIONALITY DETAILS	C042	-	-	M	1	-	-	ICAO 9303/ISO 3166 codes
Nationality name code	3293	an..3	a3	M	1	-	C042	'*CAN*'
Code list identification code	1131	an..17	-	N/A	-	-	-	
Code list responsible agency code	3055	an..3	-	N/A	-	-	-	
Nationality name	3292	an..35	-	N/A	-	-	-	

Example

   NAT+2+CAN'   Indicates current nationality as a Canadian

4.20 RFF: REFERENCE - GR. 4

Function: To specify the passenger reservation reference number.

Composite/Data Element	No.	Field Type	Comm. Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
REFERENCE	C506			M	1	-	-	
Reference code qualifier	1153	an..3	a3	M	1	Yes	C506	**AVF, ABO, SEA , AEA,**
Reference identifier	1154	an..70	an..35	M	1	-	C506	'*WWHPDS*'
Document line identifier	1156	an..6	-	N/A	-	-	-	
Reference version identifier	4000	an..35	-	N/A	-	-	-	
Revision identifier	1060	an..6	-	N/A	-	-	-	

Example

    RFF+AVF:WWHPDS'   Indicates passenger reservation reference number
    RFF+ABO:BA1321654987'   Indicates Unique Passenger Reference
    RFF+SEA:22A'   Indicates assigned Seat identification
    RFF+AEA:123456789'   Governement agency reference number (Optionally issued by
                              a state to facilitate booking and travel).

4.21 DOC: DOCUMENT/MESSAGE DETAILS - GR. 5

Function: To identify the official travel document and/or other document used for travel.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
DOCUMENT/ MESSAGE NAME	C002	-	-	M	1	-	-	Document types as per ICAO 9303
Document name code	1001	an..3	a..2	M	1	Yes	C002	**P**, **V** *See Notes*
Code list identification code	1131	an..17	-	N/A	-	-	-	
Code list responsible agency code	3055	an..3	-	N/A	-	-	-	
Document name	1000	an..35	-	N/A	-	-	-	
DOCUMENT/ MESSAGE DETAILS	C503	-	-	M	1	-	-	Document number
Document identifier	1004	an..35	an..9	M	1	-	C503	'*98764312*'
Document status code	1373	an..3	-	N/A	-	-	-	
Document source description	1366	an..70	-	N/A	-	-	-	
Language name code	3453	an..3	-	N/A	-	-	-	
Version identifier	1056	an..9	-	N/A	-	-	-	
Revision identifier	1060	an..6	-	N/A	-	-	-	
COMMUNICATION MEDIUM TYPE CODE	3153	an..3		N/A				
DOCUMENT COPIES REQUIRED QUANTITY	1220	n..2		N/A				
DOCUMENT ORIGINALS REQUIRED QUANTITY	1218	n..2		N/A				

Example

DOC+P+98764312'	Indicates that the document type is a passport and its number.
DOC+V+9891404'	Indicates that the document type is a visa and its number.

Notes

ICAO 9303 document types also include the characters **A**, **C**, **I** and may be used to indicate an Identity Card. The exact use will be defined by the Issuing State.

One additional character may be used after P, V, A, C, I to further identify the document at the discretion of the Issuing State. The exact use will be defined by the Issuing State.

Document Type '**AC**' is reserved for use as 'Crew Member Certificate' and Document Type '**IP**' is reserved for use as 'Passport Card'.

States may approve other documents as identification for travel use.
Document type codes will be assigned by the Issuing State.

Certain States have agreed to assign code '**F**' to identify 'approved non-standard identity documents used for travel'.

4.22 DTM: DATE/TIME/PERIOD - GR. 5

Function: To specify the expiry date of the official travel document or the issue date of the other document used to travel.

Composite/Data Element	No.	FieldType	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
DATE/TIME/ PERIOD	C507	-	-	M	1	-	-	
Date or time or period function code qualifier	2005	an..3	n..3	M	1	Yes	C507	**36**, **182**
Date or time or period value	2380	an..35	n6	M	1	-	C507	'*050723*' Format is always 'YYMMDD'.
Date or time or period format code	2379	an..3	-	N/A	-	-	-	

Examples

1. **DTM+36:050723'**   Indicates the expiry date of the official travel document
(i.e. July 23, 2005).
2. **DTM+182:021006'**   Indicates the issue date of the other document used for travel
(i.e. October 6, 2002).

4.23   LOC: PLACE/LOCATION IDENTIFICATION - GR. 5

Function: To identify either the country of issue of the official travel document or the place of issue of the other document used for travel.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
LOCATION FUNCTION CODE QUALIFIER	3227	an..3	n2	M	1	Yes	-	**91**
LOCATION IDENTIFICATION	C517	-	-	M	1	-	-	Either Country of Issue of official travel document (data element 3225) or Place of Issue of other document (data element 3224)
Location name code	3225	an..35	a3	C	1	Yes	C517	'*CAN*' ICAO 9303/ISO 3166 codes
Code list identification code	1131	an..17	-	C	1	-	-	No value required but element must be accounted for if data element 3224 included
Code list responsible agency code	3055	an..3	-	C	1	-	-	No value required but element must be accounted for if data element 3224 included
Location name	3224	an..256	an..35	C	1	-	-	'*MONTREAL*'
RELATED LOCATION ONE IDENTIFICATION	C519			N/A				
First related location name code	3223	an..25		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
First related location name	3222	an..70		N/A				

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
RELATED LOCATION TWO IDENTIFICATION	C553			N/A				
Second related location name code	3233	an..25		N/A				
Code list identification code	1131	an..17		N/A				
Code list responsible agency code	3055	an..3		N/A				
Second related location name	3232	an..70		N/A				
RELATION CODE	5479	an..3		N/A				

Examples

1. **LOC+91+CAN'**   Indicates the State responsible for issuing the passport; i.e. Canada

2. **LOC+91+:::MONTREAL'**
                    Indicates the city where a travel document was issued

4.24 CNT: CONTROL TOTAL

Function: To provide message control total.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep.	Code Set	Comp.	Values / Comments
CONTROL	C270	-	-	M	1	-	-	
Control total type code qualifier	6069	an..3	n2	M	1	Yes	C270	**41, 42**
Control total value	6066	n..18	n..4	M	1	-	C270	'*160*'
Measurement unit code	6411	an..3	-	N/A	-	-	-	

Notes

1. The single occurrence of CNT is used to designate the total number of passengers or the total number of crew on a specified flight.

2. If more than one passenger (or crew) message is to be transmitted, the number reported in CNT in each message is the total number of passengers (or crew) on the flight.

    It is **NOT** the number of passengers (or crew) being reported in each message.

Example

    CNT+42:160'   Indicates a total of 160 passengers on the flight.
    CNT+41:8'Indicates a total of 8 crew members on the flight.

4.25 UNT: MESSAGE TRAILER

Function: To end and check the completeness of a message by counting the segments in the message (including UNH and UNT) and validating that the message reference number equates to data element 0062 in the UNH segment.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
NUMBER OF SEGMENTS IN A MESSAGE	0074	n..10	n..10	M	1	-	-	'*2578*'
MESSAGE REFERENCE NUMBER	0062	an..14	an..14	M	1	-	-	'*MSG001*' Must be equal to UNH data element 0062

Example

UNT+2578+MSG001´

4.26 UNE: FUNCTIONAL GROUP TRAILER

Function: To end and check the completeness of a Functional Group.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
NUMBER OF MESSAGES	0060	n..6	n..6	M	1	-	-	*'1'*
APPLICATION SENDER IDENTIFICATION	0048	an..14	an..14	M	1	-	-	*'000000001'* Must be equal to UNG data element 0048

Example

   UNE+1+000000001'

4.27   UNZ: INTERCHANGE TRAILER

Function: To end and check the completeness of an Interchange.

Composite/Data Element	No.	Field Type	Comm Usage	Status	Max Rep	Code Set	Comp.	Values / Comments
INTERCHANGE CONTROL COUNT	0036	n..6	n..6	M	1	-	-	*'1'*
INTERCHANGE CONTROL REFERENCE	0020	an..14	an..14	M	1	-	-	*'000000001'* Must be equal to UNB data element 0020

Example

UNZ+1+000000001'

5.0 PAXLST MESSAGE EXAMPLES

The examples below are presented on a segment-by-segment basis for readability.

5.1 Single Sector Flight - Crew

This example identifies as single flight with a Crew Member clearing at the destination.

UNB+UNOA:4+QF+NZCS+080708:0545+QF00321'

UNG+PAXLST+QF+ NZCS+080708:0545+81+UN+D:05B'

```
UNH+PAX001+PAXLST:D:05B:UN:IATA'
BGM+250'
NAD+MS+USD090746'
TDT+20+QF123'
LOC+125+SYD'
DTM+189:0203191540:201'
LOC+87+HNL'
DTM+232:0203200130:201'
NAD+FM+++CLARK:MICHAEL+375 MARISA BLVD SUITE 210
+WASHINGTON+DC+21159'
ATT+2++M'
DTM+329:720907'
DOC+P+MB140241'
DTM+36:051021'
LOC+91+CAN'
CNT+41:1'
UNT+16+PAX001'
UNE+1+81'
```

UNZ+1+ QF00321'

5.2   Progressive Flight - Passenger

This example illustrates a PAXLST message with a Passenger arriving in one country and continuing to another and requiring a visa.

UNB+UNOA:4+SWAIR+NZCS+080708:0545+000000011'

UNG+PAXLST+SWAIR+ NZCS+080708:0545+11+UN+D:05B'

```
UNH+SWCA749+PAXLST:D:05B:UN:IATA'
BGM+745'
NAD+MS+++WILLIAMS:JANE '
COM+41 22 797 2025:TE+41 22 788 4689:FX'
TDT+20+SW679'
LOC+125+GVA'
DTM+189:020322'
LOC+87+BOS'
DTM+232:020322'
DTM+189:020322'
LOC+92+ATL'
DTM+232:020322'
DTM+189:020323'
LOC+130+SFO'
DTM+232:020323'
NAD+DDU+++WINDSOR:ELIZABETH:R'
ATT+2++F'
DTM+329:720623'
LOC+178+NCE'
LOC+22+ATL'
LOC+179+MEX'
LOC+174+FRA'
NAT+2+CHE'
RFF+AVF:RXDWWH'
DOC+P+564SBB41'
DTM+36+051215'
LOC+91+FRA'
DOC+V+VV258DD7'
DTM+182+021212'
DTM+36+0421201'
LOC+91+:::MARSEILLES'
CNT+42:1'
UNT+33+SWCA749'
UNE+1+11'
```

UNZ+1+000000011'

5.3   Single Sector Flight – Passenger

This example illustrates a PAXLST message with a Passenger arriving in one country where a passport is required.

UNB+UNOA:4+API123+NZCS+080708:0545+000000011'

UNG+PAXLST+123 AIRLINES+ NZCS+080708:0545+11+UN+D:05B'

UNH+PAX11+PAXLST:D:05B:UN:IATA'

BGM+745'

RFF+TN:BART34567890:::1'

NAD+MS+++A123 CUSTOMER SVC'

COM+043 555 1212:TE+043 555 4545:FX'

TDT+20+QQ827+++QQ'

LOC+125+CDG'

DTM+189:0808080900:201'

LOC+87+AKL

DTM+232:0808081445:201'

NAD+FL+++BARRET:TODD+123 RUE LE MONDE+PARIS+++FRA'

ATT+2++M'

DTM+329:680223'

MEA+CR++:2'

GEI+4+ZZZ'

FTX+BAG+++BA987654'

LOC+22+AKL

LOC+178+CDG'

LOC+179+AKL

LOC+174+FRA

COM+514 874 0202:TE+514 874 1779:FX'

NAT+2+FRA'

RFF+AVF:GJIO3RT'

RFF+ABO:UUI34T543'

DOC+P:110:111+YY3478621G'

DTM+36:081230'

LOC+91+FRA'

CNT+42:1

UNT+29+PAX11'

UNE+1+11'

UNZ+1+000000011'

5.4   Sample PAXLST using UNA Service String Advice Segment

This example illustrates a PAXLST message that begins with a UNA segment to specify the service characters (delimitation syntax) used within the interchange. The UNA segment is *required* when characters other than the default service characters are used in the message.

UNA:(.) -

UNB(UNOA:4(QCAIR(USADHS(081221:0100(160415-

UNG(PAXLST(QCAIR(USADHS(081221:0100(0834343434(UN(D:05B-

UNH(1(PAXLST:D:05B:UN:IATA-

BGM(745-

NAD(MS(((QC MARKETING SYSTEM-

COM(88 65414646:TE(88 65458341:FX-

TDT(20(QC0211((((QC-

LOC(125(ICN-

DTM(189:0811221740:201-

LOC(87(SFO-

DTM(232:0812211115:201-

NAD(FL((((CHARLES:JOHNATHAN:T-

ATT(2((M-

DTM(329:540619-

LOC(22(SFO-

LOC(174(IND-

LOC(178(HYD-

LOC(179(SFO-

NAT(2(CAN-

RFF(AVF:L6RESU-

DOC(P:110:111(T6735770-

DTM(36:130705-

LOC(91(CAN-

CNT(42:001-

UNT(23(1-

UNE(1(0834343434-

UNZ(1(160415-

APPENDIX A – Data Element List

This Section provides data element codes lists that are used in the air mode PAXLST message.
For a complete data element code list, refer to the UN Code Set Directory.

1001 Document name code
Desc: Code specifying the document name.
Repr: an..3

250 Crew list declaration
Declaration regarding crew members aboard the conveyance.

745 Passenger list
Declaration to Customs regarding passengers aboard the conveyance;
equivalent to IMO FAL 6.

ICAO 9303 Document Types

P   Passport
V   Visa
A   Identity Card   (exact use defined by the Issuing State)
C   Identity Card   (exact use defined by the Issuing State)
I   Identity Card   (exact use defined by the Issuing State)
AC   Crew Member Certificate
IP   Passport Card

Other Document Types

F   Approved non-standard identity documents used for travel
      (exact use defined by the Issuing State).

1153 Reference code qualifier
Desc: Code qualifying a reference.
Repr: an..3

AVF   Passenger reservation reference number
      Number assigned by the travel supplier to identify the passenger reservation
ABO   Unique originating passenger reference
      Reference to supplement the passenger reference number
AEA   Government agency reference number
      Optionally issued by a controlling agency state to facilitate booking and travel
      for a passenger.
CR   Customer reference number
      Frequent flyer or frequent traveler reference.
SEA   Allocated seat
      Reference to a seat allocated to a passenger.

2005 **Date or time or period function code qualifier**
Desc: Code qualifying the function of a date, time or period.
Repr: an..3

     36   Expiry date
            Date of expiry of the validity of a referenced document, price information or
            any other referenced data element with a limited validity period

     182   Issue date
            Date when a document/message has been or will be issued.

     189   Departure date/time, scheduled
            Date (and time) of scheduled departure of means of transport

     232   Arrival date/time, scheduled
            Date (and time) of scheduled arrival of means of transport

     329   Birth date/time
            Date/time when a person was born.

2379 **Date or time or period format code**
Desc: Code specifying the representation of a date, time or period.
Repr: an..3

     201   YYMMDDHHMM
            Calendar date including time without seconds

            Y = Year; M = Month; D = Day; H = Hour; M = Minute.

3035 **Party function code qualifier**
Desc: Code giving specific meaning to a party.
Repr: an..3

     DDT   In transit crew member
            The movement of a crew member from one country to another via the territory
            of an intermediate country for which no entry is intended.

     DDU   In transit passenger
            The movement of a passenger from one country to another via the territory of
            an intermediate country for which no entry is intended.

     FL   Passenger
            A person conveyed by a means of transport, other than the crew.

     FM   Crew member
            A person manning a means of transport.

     MS   Document/message issuer/sender
            Issuer of a document and/or sender of a message.

3155   Communication address code qualifier
   Descr: Code qualifying the communication address.
   Repr: an..3
>   EM   Electronic mail
>   Exchange of mail by electronic means.
>   FX   Telefax
>   Device used for transmitting and reproducing fixed graphic material (as printing) by means of signals over telephone lines or other electronic transmission media.
>   TE   Telephone
>   Voice/data transmission by telephone.

3225   Place/Location Identification

Refer to ATA/IATA defined three letter airport codes as published in the IATA Airline Coding Directory.

For States responsible for issuing official documents, refer to ICAO Doc 9303/ISO 3166.

3227   Location function code qualifier
   Desc: Code identifying the function of a location.
   Repr: an..3
>   22   Customs office of clearance
>   Place where Customs clearance procedure occur.
>   87   Place/port of conveyance initial arrival
>   Place/port in the country of destination where the conveyance initially arrives from the "Last place/port of call of conveyance" (125).
>   91   Place of document issue
>   The place or location where a document is issued.
>   92   Routing
>   Indication of a routing place.
>   *[PAXLST: Other places/ports within the same State or Country where the referenced flight is scheduled to land (i.e. a progressive flight)].*
>   125   Last place/port of call of conveyance
>   Conveyance departed from this last foreign place/port of call to go to "Place/port of conveyance initial arrival" (87).
>   130   Place of ultimate destination of conveyance
>   Seaport, airport, freight terminal, rail station or other place to which a means of transport is ultimately destined.
>   *[PAXLST: Place of ultimate destination of conveyance" within the same State/Country for progressive flights.]*

> 174 Place of residence
> A place where a party lives.
> *[PAXLST: Country of Primary Residence]*
>
> 178 Port of embarkation
> Port where the person embarks onto the conveyance.
> *[PAXLST: Place where passenger began the current journey]*
>
> 179 Port of disembarkation
> Port where the person disembarks from the conveyance.
> *[PAXLST: Place where passenger will terminate the current journey]*
>
> 180 Place of birth
> Place where the person was born.

3493 Nationality code qualifier
Desc: Code qualifying a nationality.
Repr: an..3

> 2 Current nationality
> Current nationality.

4451 Text Subject code qualifier
Desc: Code qualifying the subject of the test.
Repr: an..3

> BAG Passenger baggage information
> Information related to baggage tendered by a passenger, such as odd size indication, tag

6069 Control total type code qualifier
Desc: Code qualifying the type of control of hash total.
Repr: an..3

> 41 Total number of crew
> The total number of crew.
>
> 42 Total number of passengers
> The total number of passengers aboard the conveyance.

6311 Measurement purpose code qualifier
Desc: Code qualifying the purpose of the measurement.
Repr: an..3

> CT Counts.

7365 Processing indicator description code

Desc: Code specifying a processing indicator.

> 173 Information, verified
> The information has been verified.
>
> 174 Information, not verified
> The information has not been verified.

8051 Transport stage code qualifier
Desc: Code qualifying a specific stage of transport
Repr: an..3

> 20 Main-carriage transport

The primary stage in the movement of cargo from the point of origin to the intended destination.
[PAXLST: The flight for which API is applicable.]

9017   Attribute function code qualifier
Desc: Code qualifying an attribute function.
Repr: an..3

    2   Person
            Attribute refers to a person

9019   Attribute Description Code
Desc: Code specifying an attribute.
Repr: an..3

    M   Male
    F   Female
    U   Unknown

———— END ————

Appendix III: INSTRUMENTS OF THE WCO AND ICAO ON API

1. WCO instruments

(1) The Revised Kyoto Convention, Specific Annex J1

8. Recommended Practice

The Customs, in co-operation with other agencies and the trade, should seek to use internationally standardized advance passenger information, where available, in order to facilitate the Customs control of travellers and the clearance of goods carried by them.

(2) Recommendation

**RECOMMENDATION OF THE CUSTOMS CO-OPERATION COUNCIL
CONCERNING ADHERENCE TO STANDARDS IN
RELATION TO DATA REQUIREMENTS FOR ADVANCE
PASSENGER INFORMATION (API)**
(6 July 1993)

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THE CUSTOMS CO-OPERATION COUNCIL,

NOTING the compliance risk posed by airline passengers especially with regard to drug trafficking and international terrorism,

NOTING the use of Electronic Data Interchange (EDI) by both carriers and Customs authorities and the potential benefits that use of this technology can bring,

RECOGNISING that the electronic transmission of passenger-related data can result in the more rapid clearance of passengers and can have important control benefits for Customs authorities,

HAVING REGARD to Annex J.1. of the Kyoto Convention which requires, inter alia, computer applications implemented by Customs authorities to use internationally accepted standards,

DESIRING specifically to simplify and harmonise interface arrangements between (air) carriers and Customs authorities particularly as regards the use of standard data elements, codes and message syntax,

RECOMMENDS that Members of the Council and members of the United Nations Organisation or its specialised agencies, and Customs or Economic Unions, should adhere to the standards set out in the Joint CCC/IATA Guideline on Advance Passenger Information, and any future updated or revised versions of these standards, for the electronic exchange of passenger data,

REQUESTS Members of the Council and members of the United Nations Organisation or its specialised agencies, and Customs or Economic Unions which accept this Recommendation to notify the Secretary General of the Council of the date from which they will apply the Recommendation and of the conditions of its application. The Secretary General will transmit this information to the Customs administrations of all Members of the Council. He will also transmit it to the Customs administrations of the members of the United Nations Organisation or its specialised agencies and to Customs or Economic Unions which have accepted this Recommendation.

2. ICAO instruments

The Chicago Convention, Annex 9─*Facilitation* (12th Edition, 2005, up to and including Amendment 21 (2009))

3.47   **Recommended Practice.─** *Where appropriate, Contracting States should introduce a system of advance passenger information which involves the capture of certain passport or visa details prior to departure, the transmission of the details by electronic means to their public authorities, and the analysis of such data for risk management purposes prior to arrival in order to expedite clearance. To minimize handling time during check-in, document reading devices should be used to capture the information in machine readable travel documents.*

3.47.1   When specifying the identifying information on passengers to be transmitted, Contracting States shall require only data elements that are available in machine readable form in travel documents conforming to the specifications contained in Doc 9303 (series), *Machine Readable Travel Documents.* All information required shall conform to specifications for UN/EDIFACT PAXLST messages found in the WCO/IATA/ ICAO API Guidelines.

3.47.2   When seeking to implement a national Advance Passenger Information (API) programme, Contracting States that are unable to comply fully with the provisions contained in 3.47.1 with respect to data element requirements shall ensure that only those data elements that have been defined for incorporation into the UN/EDIFACT PAXLST message are included in the national programme's requirement or follow the WCO's Data Maintenance Request (DMR) process for any deviation from the standard.

3.47.3   **Recommended Practice.─** *When implementing a new Advance Passenger Information (API) programme, Contracting States that are unable to accept passenger data transmitted in accordance with the UN/EDIFACT PAXLST specifications using the industry standard transmission method as described in 3.47.1 should consult users on the operational and cost impact incurred in modifying the UN/EDIFACT PAXLST message and its contents to the required alternate format.*

3.47.4   **Recommended Practice.─** *Contracting States should seek to minimize the number of times API data is transmitted for a specific flight.*

3.47.5   If a Contracting State requires API data interchange, then it shall seek, to the greatest extent possible, to limit the operational and administrative burdens on aircraft operators, while enhancing passenger facilitation.

3.47.6   **Recommended Practice.—** *Contracting States should refrain from imposing fines and penalties on aircraft operators for any errors caused by a systems failure which may have resulted in the transmission of no, or corrupted, data to the public authorities in accordance with API systems.*

3.47.7   Contracting States requiring that passenger data be transmitted electronically through an Advance Passenger Information system shall not also require a passenger manifest in paper form.

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