



International Civil Aviation Organization

WORKING PAPER

A39-WP/203

EX/75

10/8/16

Revised

22/8/16

ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 19: Facilitation and the ICAO Traveller Identification Programme (ICAO TRIP) Strategy

**ADVANCE PASSENGER INFORMATION (API)
AND PASSENGER NAME RECORD (PNR) STANDARDIZED SYSTEM**

(Presented by Indonesia)

EXECUTIVE SUMMARY

The growth in air traffic leads to an increase of risk and aviation security threat, calling for a more reliable and swift early warning system. Advance Passenger Information (API) and Passenger Name Record (PNR) standards need to be strengthened and implemented fully.

The PNRGOV standards developed by WCO/ICAO/IATA need to be implemented by air carriers in order to have an accurate and swift analysis tool.

Action: The Assembly is invited to:

- a) promote the full implementation of PNRGOV standards;
- b) request the organisations involved to review the PNRGOV message standards, through the PNRGOV Working Group, in order to become more accessible in various systems, including in an open source environment.

Strategic Objectives:	This working paper relates to Strategic Objective C — <i>Security and Facilitation</i> .
Financial Implications:	Not applicable
References:	Doc 9944, <i>Guidelines on Passenger Name Record (PNR) Data</i> WCO/IATA/ICAO API Guidelines PNRGOV Message

1. INTRODUCTION

1.1 The recent threats to aviation security and increase in risks in line with traffic growth require a swift and reliable early warning system as a deterrent.

1.2 The Advance Passenger Information (API) and Passenger Name Record (PNR) standards need to be strengthened and implemented fully. The PNRGOV standards developed by WCO/ICAO/IATA are the key to address various threats.

1.3 In accordance with Ministerial Decree Number 61/2015 on Facilitation and Ministerial Decree Number 166/PMK/2014 on Passenger Data Reporting on Departure or Arrival of an Aircraft to and from Customs Area, Indonesia has implemented the PNRGOV standards.

1.4 Indonesia has received recognition for initiating efforts to standardize passenger data through the implementation of PNRGOV in the APEC 2013 forum.

1.5 Facilitation in Indonesia is implemented in cooperation among different ministries, government agencies, and operators such as the Directorate General of Civil Aviation (DGCA), Customs, Immigration, Quarantine (Health, Fisheries, and Agriculture), National Drugs Agency, Intelligence Agency, Ministry of Foreign Affairs, Ministry of Tourism, Airport Authority, Airlines, Ground handling, District Government, and others. In the case of PNRGOV, Customs is the leading agency, whereas DGCA is the head of the Facilitation Committee.

2. DISCUSSION

2.1 In an effort to develop an analyzing tool from API and PNR data, the following challenges arise:

2.2 Diverse Conditions

2.2.1 Currently Indonesia has 27 international airports which are served by 43 air carriers to and from 27 countries across the world with 44 cities of destination. This means diverse systems are used to exchange data, including passenger data. The difference in capability of air carriers and airports result in two ways of data exchange. Some of the operators already have API and PNR systems in place able to conduct electronic data exchange on departure. Other air carriers without API and PNR systems are using electronic data storage one hour after arrival, at the latest.

2.3 PNR Data Standards

2.3.1 The PNR data formats reported by air carriers are still varying due to use of different systems. These differences present difficulties in developing swift and accurate analyzing tools.

2.4 PNRGOV Solution

2.4.1 The enhanced PNRGOV solution should:

- a) standardize the data and message formats to increase compliance and reduce cost;
- b) improve data quality;
- c) improve analysis and targeting and simplify data sharing; and
- d) address security, privacy, and legal issues.

2.5 **Implementation**

2.5.1 Air carriers operating to and from Indonesia should be given an adjustment period to develop a fully compliant system. Lack of compliance or non-compliance should have consequences, such as a form of impediment or even blockage.

3. **CONCLUSION**

3.1 The Assembly is invited:

- a) to note the information contained in this paper; and
- b) request the organizations involved to review the PNRGOV message standards, through the PNRGOV Working Group, in order to become more accessible in various systems, including in an open source environment, given the differences in capabilities among air carriers and airport operators.

3.2 In view of the importance of API and PNR for deterring threats, Member States are encouraged to fully implement the PNRGOV standards.

— END —