# Passenger Data Exchange
THE BASICS

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# INCREASING NON-STANDARD REQUESTS

PNR:
State Design

API:
Web/Email

etc.

iAPI: Commercial Solution

REQUIREMENTS IN EARLY 2000

REQUIREMENTS TODAY as of September 2013

# OBJECTIVE

- Understand the complexities of passenger data programs
- Increase awareness of existing international standards and airlines' capabilities
- Understand that ICAO, WCO and IATA can offer assistance and expertise

# DEFINITIONS

# PASSENGER DATA – WHAT IS IT?

Electronic data concerning passengers' identity (API) or travel reservations (PNR) which is used by public authorities for border control.

# API vs PNR

```
*** ELECTRONIC TICKET ***'
F 1.1TEST/HEXAMRS'
WW6ACWW 25JUL KBR4Z5'
  1 AC 870 M   TU 10SEP   YULCDG
FONE-'
1.WW6-T HEXA'
2.WW6-C 1 111 1231231/PAX'
3.WW6-A TEST TRAVEL AGENCY AC
N3 CA'
4.WW6-E SHAILESHD//HEXAWARE.C
TKT-'
1.1 K25JULWW6WW 0142123729112
AP FAX-'
1.1 SSRDOCSYYHK1 //////11MAR84
```

**API helps identify people you know about.**

For instance : people on a watchlist

**PNRGOV (from PNR) helps notice people and trends you did not know about.**

For instance: suspicious travel patterns

# ADVANCE PASSENGER INFORMATION (API)

Information about a person's identity.

- API can be useful for:
  - Immigration
  - Customs
  - Security

# API – TRANSMISSION

Legacy (Batch) API

# API – TRANSMISSION

Interactive API (iAPI)
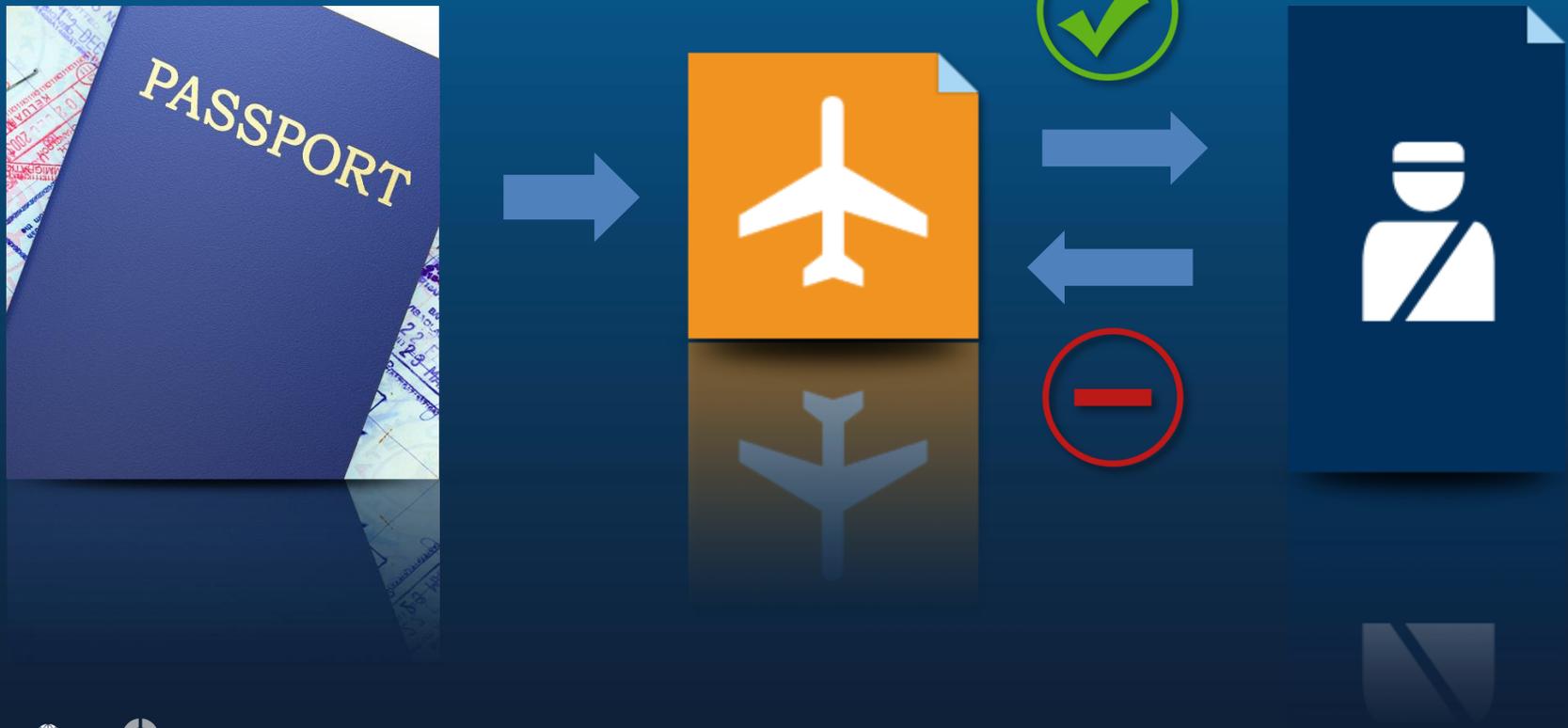
# PASSENGER NAME RECORD (PNR)

Information about a person's travel reservation.
It can be useful:

- For customs, law enforcement, security
- To help identify contraband, smuggling, etc
- To assist in risk assessment

DATA ELEMENTS –
TRANSMISSION TIMINGS &
FREQUENCY –
MESSAGE STANDARDS

# WHERE TO FIND THE LIST OF DATA ELEMENTS



Standards and Recommended Practices for API, iAPI and PNR
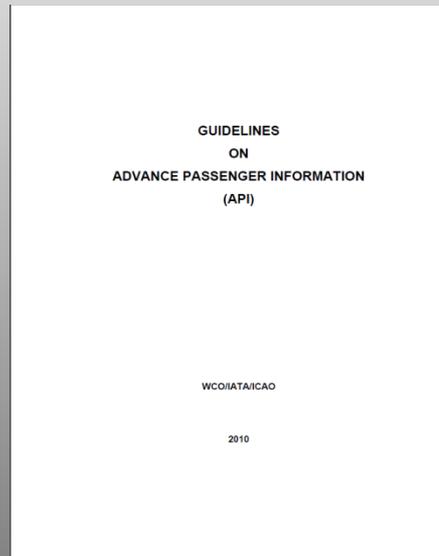
API and iAPI data elements are listed in the WCO-IATA-ICAO Guidelines on API
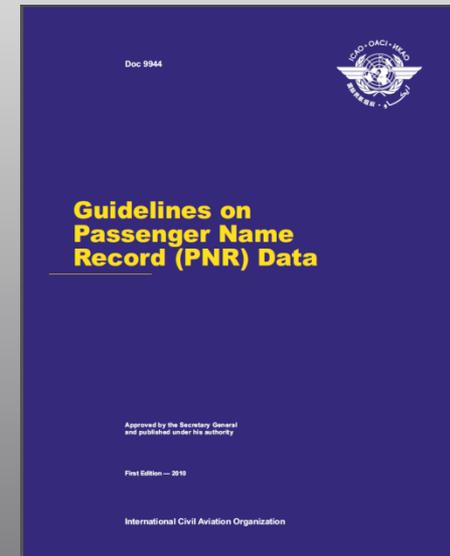
PNR data elements are listed in the ICAO Guidelines on PNR Data (Doc. 9944)

Batch API

# DATA ELEMENTS

# ADVANCE PASSENGER INFORMATION (API)

- API includes data relating to the flight and to each passenger on that flight

- Data elements are contained in the API Guidelines

- This is an extensive list. States are urged to limit their requests for specific data elements to those deemed essential for their border control needs

- Annex 9 encourages States to limit passenger data to only those elements found in the MRZ

# API DATA RELATING TO THE FLIGHT

- Flight Identification
- Scheduled Departure Date
- Scheduled Departure Time
- Scheduled Arrival Date
- Scheduled Arrival Time
- Last Place/Port of Call of Aircraft
- Place/Port of Aircraft Initial Arrival
- Subsequent Place/Port of Call within the country
- Number of Passengers

# API DATA ELEMENTS RELATING TO EACH PASSENGER

- Surname/Given Names
- Nationality
- Date of Birth
- Gender
- Official Travel Document Number
- Issuing State or Organization of the Official Travel Document
- Travel Document Type
- Expiration Date of Travel Document

# TRANSMISSION TIMINGS AND FREQUENCY

# BATCH API TRANSMISSION TIMINGS AND FREQUENCY

## ↗ TIMING

Not earlier than 30 minutes before departure, preferably when the aircraft door has been closed and the aircraft readied for departure

## ↗ FREQUENCY

Single transmission ideally, or transmissions limited to the extent possible.

# MESSAGE STANDARDS

# BATCH API MESSAGE AND MODE OF TRANSMISSION

| | FORMAT | TRANSMISSION MODE |
|---|---|---|
| **TRADITIONAL/LEGACY**<br>Still the most common and widely recognized by the industry | UN EDIFACT PAXLST | Examples include :<br>Type B and MATIP |
| **NEW**<br>Can be provided by some air carriers (standard under development) | XML | For example:<br>Internet Web Services |

# KEY PRINCIPLES

# INTERACTIVE API: BENEFITS

- Live information about passengers checking in
- Potential prevention of inadmissible passengers and related penalties
- Use for aviation security, since the information is available before the flight takes off

# INTERACTIVE API: COMPLEXITIES

- State systems must be able to respond in real time to reduce delays at check-in / boarding

- Systems must be available 24/7

- Back-up processes must be in place in case of system failure

- Processes must exist to deal with customers denied boarding

- The responsible authority should have a risk assessment facility to provide appropriate responses and assistance

DATA ELEMENTS

# API DATA RELATING TO THE FLIGHT

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TRANSMISSION TIMINGS AND FREQUENCY

# iAPI TRANSMISSION TIMINGS AND FREQUENCY

↗ **TIMING**

Usually sent when passenger checks in and presents their travel document (typically 24 hours to 1 hour prior to departure)

↗ **FREQUENCY**

One transmission at time of passenger check-in

+ Potentially a final message confirming passengers on board

# MESSAGE STANDARDS

PNR

# PRIVACY AND DATA PROTECTION

- PNR contains personal data
- Countries have different perspectives on how much is "private" or how much can be shared
- State to State agreement may be necessary
- Sensitive data should not be required

# DATA ELEMENTS

# PNR DATA RELATING TO THE FLIGHT

- PNR can contain as little as a name and flight number
- PNRs *may or may not* include elements such as:
    - Passenger name (may be limited to surname and first initial) ;
    - Itinerary;
    - Ticketing information;
    - General contact information;
    - Form of payment;
    - And a range of possible additional information/data. Refer to list in Doc 9944
- Penalties should not be imposed for *incomplete or inaccurate* data

# TRANSMISSION TIMINGS AND FREQUENCY

# PNR TRANSMISSION TIMINGS AND FREQUENCY

## ⬈ TIMING

PNR transmission should be required as late as possible prior to flight departure to ensure complete data

## ⬈ FREQUENCY

Repeated scheduled transmission and ad-hoc requests should be limited as much as possible

Some carriers may be able to transmit updates only, if changes were made

can provide
**ASSISTANCE** and **EXPERTISE**
Contact email: passengerdata@iata.org

FOR MORE INFORMATION CONTACT
passengerdata@iata.org

Alignment, Cooperation, Efficiency