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# What is Advance Passenger Information?

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# Advance Passenger Information (API) – What is it?

01

## Information about the passenger:

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

02

## Taken from the Machine Readable Zone (MRZ) of the document used for travel

04

## Transmitted to control authorities under legal requests:



03

## With service information:

- 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's Initial Arrival
- Subsequent Place / Port of Call within the country
- Number of Passengers



# Advance Passenger Information (API) – How is it used?

**01** Transmitted by the carrier using electronic means to the requesting public authorities:

A batch message is usually transmitted by the aircraft operator:

- at the end of check in,
- and/or at flight departure,

**02** API data provides verified information about passenger's identity. The primary value of API is the improvement in:

- facilitation,
- security and
- passenger clearance procedures in terms of efficiency, effectivity and preventing unnecessary delays.

**03** API is screened against watchlists, searching for “hits” in databases thereby identifying wanted individuals or travel documents that are suspicious or associated with illegal intentions:

- Individuals wanted for arrest by law enforcement authorities
- Individuals known by law enforcement authorities for previous criminal behavior who should subject to additional checks upon entry
- Individuals travelling using documents suspected of being lost or stolen



# Advance Passenger Information (API) – International Standards and Guidance Materials

01 ICAO Chicago Convention  
on International Civil  
Aviation: Annex 9 –  
*Facilitation:*

- **Standard 9.1**

- Standard 9.5
- Standard 9.7
- Standard 9.8
- Standard 9.10

The State shall establish a Passenger Data Single Window. A unique point of entry for aircraft operators to submit the required passenger data, API, iAPI and/or PNR data.



# Advance Passenger Information (API) – International Standards and Guidance Materials

## 01 ICAO Chicago Convention on International Civil

### Aviation: Annex 9 – *Facilitation:*

- Standard 9.1
- **Standard 9.5**
- Standard 9.7
- Standard 9.8
- Standard 9.10

The State shall not require aircraft operators to provide non-standard data elements as part of API messages.



# Advance Passenger Information (API) – International Standards and Guidance Materials

## 01 ICAO Chicago Convention on International Civil

### Aviation: Annex 9 – *Facilitation:*

- Standard 9.1
- Standard 9.5
- **Standard 9.7**
- Standard 9.8
- Standard 9.10

The State shall establish an Advance Passenger Information (API) system.



# Advance Passenger Information (API) – International Standards and Guidance Materials

## 01 ICAO Chicago Convention on International Civil Aviation: Annex 9 – *Facilitation:*

- Standard 9.1
- Standard 9.5
- Standard 9.7
- **Standard 9.8**
- Standard 9.10

The State's API requirements shall be underpinned by an appropriate legal framework and be consistent with internationally recognized standards for API.

Those international standards:

- WCO/IATA/ICAO API Guidelines
- UN/EDIFACT PAXLST message standards and relevant implementation guides
- ICAO Doc 9303 Guidelines on Machine Readable Travel Documents



# Advance Passenger Information (API) – International Standards and Guidance Materials

01

## ICAO Chicago Convention on International Civil

### Aviation: Annex 9 –

#### *Facilitation:*

- Standard 9.1
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- **Standard 9.10**

The State's shall only require data elements that are available in the Machine Readable Zone of the travel document when specifying the identifying information on passengers to be transmitted.





# Interactive API (iAPI) – How is it different?

01

iAPI allows States to process incoming API data and scan their border control systems instantaneously and provide a response message to the aircraft operator in real-time, typically board or no-board.

02

API – allows you to know who is going to arrive at your border so appropriate action can be planned

03

iAPI - allows you to know who is going to arrive at your border – before they even get on the plane and take the necessary action

04

## ICAO Annex 9 – *Facilitation* Standards and Recommended Practices relating to iAPI

- Recommended Practice 9.16 — *Each Contracting State should consider the introduction of an interactive Advance Passenger Information (iAPI) system.*
- Recommended Practice 9.17 — *Contracting States seeking to implement an iAPI system should:*
  - a) *seek to minimize the impact on existing aircraft operator systems and technical infrastructure by consulting aircraft operators before development and implementation of an iAPI system;*
  - b) *work together with aircraft operators to develop iAPI systems that integrate into the aircraft operator's departure control interfaces; and*
  - c) *conform to the Guidelines on Advance Passenger Information (API) adopted by WCO/ICAO/IATA when requiring iAPI.*



# Passenger Data Single Window (PDSW)

01

**Annex 9 Standard 9.1** - Contracting States requiring the exchange of Advance Passenger Information (API)/interactive API (iAPI) and/or Passenger Name Record (PNR) data from aircraft operators shall create a Passenger Data Single Window facility for each data category, or both data categories combined, that allows parties involved to lodge standardized information with a common data transmission entry point to fulfil all related passenger and crew data requirements for that jurisdiction.

02

**Processing of API is of benefit to multiple agencies**

- Police
- Customs
- Immigration
- Intelligence

03

**Annex 9 Standard 9.13** - 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.

04

- Air carriers should only be required to transfer API data to one government agency which acts as the Passenger Data Single Window
- Only one government agency should be responsible for carrier engagement, connectivity, relationship management and non-compliance
- Once the State receives API data through the Passenger Data Single Window it must share it with all public authorities with a legal remit to make use of the data



THANK YOU!