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## APIS and PNR

(Advance Passenger Information System & Passenger Name Record)

### Airline Perspective

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Adel Baraghith  
Lufthansa German Airlines



## Why APIS and/or PNR

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- Border Protection
- Facilitate the entry and exit of travellers
- Cope with the increase in travellers
  - In 2013: 8 million air travellers every day, almost 3 billion in 2013
  - In 2014: 5% more = 400,000 more per day



# Challenges with Developing APIS and PNR

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In spite of having the IATA/ICAO/WCO standards:

- APIS standard: UN/EDIFACT
- PNR standards: PNRGOV

Governments develop proprietary systems to receive API or PNR data with which airlines cannot comply:

- CD
- Direct access to our systems
- Email
- Fax
- Paper

## Challenges with developing APIS & PNR – Continued

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- Governments demand information which does not exist in the passport's MRZ (Machine Readable Zone), or which is not included in the standards:
  - Passport issue date
  - Passenger Address
  - Baggage weight
  - Place of Birth ...etc.
- Requests from multiple governments at the same time
- Requests from multiple agencies within the same government for the same/different data, at the same/different time(s)



Single Window Concept makes life easier

## Challenges with developing APIS and PNR – Continued

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- Unrealistic deadlines
- Change to requirements after programming has begun
- Requiring APIS and/or PNR without any legislation in place
- Non-application of the same requirements for all modes of transport: land, sea, air.
- Cost – both to government and modes of transport



# Challenges with developing APIS and PNR – Continued

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## Robust system required

- Reliable
- Fast
- Effective
- Fall-back procedures in case of system failure (government, airport, airline, etc.)
- Error reporting
- Recognition that errors will occur – human and technical

## Sample UN/EDIFACT Message

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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'
```



# Challenges with developing PNR

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- Data privacy and protection concerns
- PNR contains sensitive, personally identifiable information
  - The EU requires an adequacy finding
  - Airlines are global companies
    - Each country has its own laws with which airlines must comply
    - Airlines cannot be placed “between a rock and a hard place” where complying with one country’s law results in carriers violating the law of another country.



## APIS and PNR – The Future

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Collaboration with other countries to improve border control processes

Development of “Known Traveller” programs which are recognized by all countries.

Enhanced border control processes, such as expedited inspections, automated inspection lanes, etc.

## APIS and PNR – In Conclusion

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- UN/EDIFACT and PNRGOV are our friends!
- Collaborate with IATA, regional airline associations and all modes of transportation as early as possible
- Recognize that for airlines, our local team may not be the APIS or PNR experts, and the experts at Headquarters will need to be engaged for guidance
- Understand the risk to your border and what you really want APIS and/or PNR to accomplish in order to better manage that risk, and facilitate travel



## APIS and PNR – In Conclusion Continued

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- Implement a system which is proportional to the risk being faced
- Any program established should also facilitate the entry and exit of travellers
- Remain flexible, patient and open minded

Thank you for this opportunity !

Any questions?

