The Interregional Aviation Security and Facilitation Seminar

Facilitation Development
Passenger Data Exchange

Cairo, Egypt, 13 - 15 November 2018

IATA

UN Resolutions

□ UN Security Council
Resolution 2178 _ 2014

that Member States shall require airlines operating in their territories to provide **API** to the appropriate national authorities.

Decides that Member States shall require airlines operating in their territories to provide **API** to the appropriate national authorities, in accordance with domestic law and international obliga*tions*

□ UN Security Council
Resolution 2396_ 2017

Decides that Member States shall develop the capability to collect, process and analyze passenger name record (**PNR**) data and to ensure PNR data is used by and shared with all their competent national authorities,

ICAO Annex 9 _ 15th edition 2017

- Standard 9.5

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

- Standard 9.6
  The API system of each Contracting State shall be supported by appropriate legal authority (such as, inter alia , legislation, regulation or decree) and be consistent with internationally recognized standards for API.

API Status _ Global / Areas

Area	API in Force	API Authorized , not in Force.	API Anticipated	API not required
Global	72	26	45	66

Area	API in Force	API Authorized , not in Force.	API Anticipated	API not required
Africa	1	1	9	36
MENA	6	2	5	6
Asia-Pacific	10	2	13	12
North Asia	2	0	2	2
Europe	18	16	3	5
Russia/ CIS	2	1	3	3
North America	2	0	0	0
Latin America	31	4	10	2

PNR Status _ Global / Areas

Area	PNR in Force	PNR Authorized , not in Force.	PNR Anticipated	PNR not required
Global	25	30	15	139

Area	PNR in Force	PNR Authorized , not in Force.	PNR Anticipated	PNR not required
Africa	0	2	1	44
MENA	4	0	1	14
Asia-Pacific	8	1	5	23
North Asia	0	0	0	6
Europe	8	17	6	11
Russia/ CIS	0	0	0	9
North America	2	0	0	0
Latin America	3	10	2	32

Advance Passenger Information - API

➢ Advance Information about a person's identity .
➢ Typically obtained from an official travel document.
➢ API used to spot individuals listed on watch lists They might potentially have bad intends

Legacy, or batch API is the simplest form of API to implement. Carriers automatically transmit a single list with details for all persons (or separately for all crew) for a given flight at a given time. All passenger details are transmitted as a single data file, or "batch".
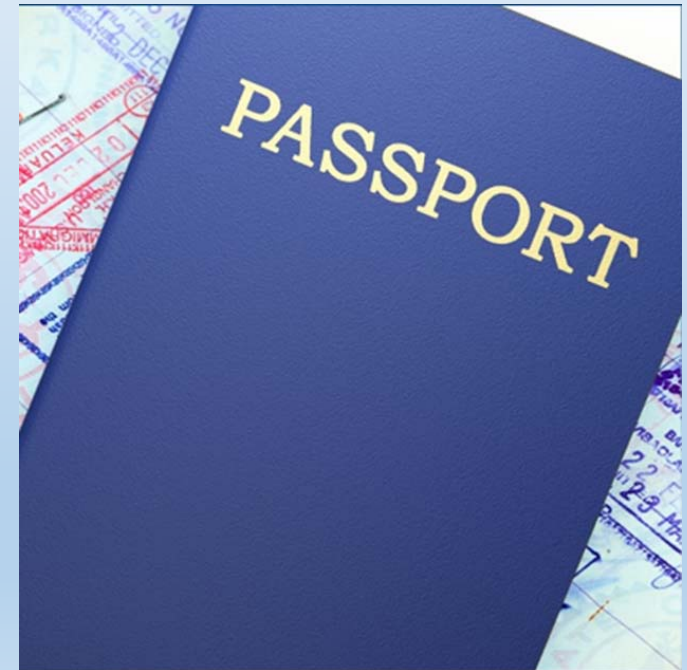
▶ *Video*

Interactive API systems airlines provide passengers' biographical data in real time on a passenger-by-passenger basis to the authorities, while check-in is taking place
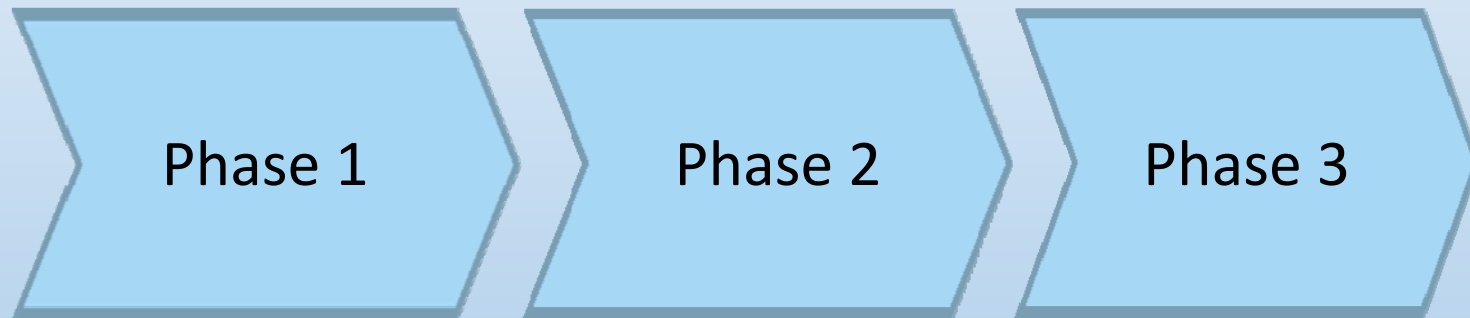
▶ *Video*

Passenger Name Record - PNR

➢ PNR typically refers to information about passengers and their travel plans that are collected and stored in airline reservation systems beginning at the time of booking, sometimes one year before the person intends to travel.

➢ PNR used to spot patterns, broken flights, accompanying persons etc.

➢ PNR helps notice people and trends you did not know about.

Video

API High Level project Plan

Phase 1 → Phase 2 → Phase 3

API High Level project Plan – Phase 1

Step	Description
Gather all relevant national agencies (stakeholders) to decide on API needs.	Representatives from CAA , Customs , Immigration , Security , Airport , Airlines and others if need be.
	Meeting should decide on **API program scope** and who **the lead** authority will be . **Single Window** should be adopted centralizing all API transmission to different authorities.
Decide on API scope	This should include : • Expected start **date**. • **Type** of program (batch or interactive) • All airlines or specific airlines / Routes / Inbound / Outbound / Transfer / Transit / Passengers / Crew.
	Data elements (ICAO recommends Passport **Machine Readable Zone elements only**)
	Transmission mode (ICAO recommends **UN-EDIFACT PAXLST**)
	Transmission **timings** and **frequency**

API High Level project Plan – Phase 2

Step	Description
Adopt legal framework / legal basis	Law , Decree , etc.
Letter to airlines	Letter to be sent to all local airlines representatives announcing publication of legal basis , to include the expected start date and scope of program . IATA should be in copy.
Set up API Industry Advisory Group	Should include the relevant stakeholders (local airlines representatives , IATA , etc.)
Appoint IT solution provider	There are many qualified providers to pick from ensuring the selected provider is aware of the int'l technical standards.
IT solution provider to develop detailed API technical specifications	• Drafts to be shared with airlines and IATA for comments and suggestions. • Final version to be distributed among the relevant stakeholders.

API High Level project Plan – Phase 3

Step	Description
Letters to Airlines	Letters to include : • The API program's technical specification. • The address that the airlines will use to transmit the API messages. • The testing and official start dates. • Start date should be 3-6 months notice in the condition of fully compliance with ICAO .
Soft Launch	Testing of transmission , bilateral exchanges between the Authority and the Airlines.
Full Launch	All airlines provide API data to Authority
Regular re-assessments and modifications	API data quality is assessed and Program is refined and improved over time.

How To Set Up a Passenger Data Exchange Program

➢ **Determine your needs** - Is the data necessary?

➢ **Familiarize yourself** with global standards

➢ **Include stakeholders** early

➢ **Approach foreign States** for any data protection issues

➢ **Check** that appropriate legislation is in place

➢ **Seek assistance** from experts

➢ **Cooperate** and remain flexible

Highlights

➢ Benefit from the collected data.

➢ API is a border security requirement . States should not charge airlines or passengers in such development costs.

➢ Require only API data elements that are available in machine readable form (MRZ) in the travel document.

➢ Minimize the number of times API data is transmitted for a specific flight .

➢ Refrain from imposing fines and penalties on aircraft operators from any errors caused by a system failure

➢ Should create a Passenger Data Single Window facility.

➢ Provide the appropriate level on 24/7 continuous basis of operational and technical support.

➢ IATA can provide assistance and expertise.

Thank You

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