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# Data Sharing, benefits of adopting globally accepted guidelines

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IATA





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# AGENDA

- 1. PASSENGER DATA: API & PNR
- 2. STATUS OF API / PNR
- 3. REGULATORY PERSPECTIVE
- 4. THREE (3) STAGES FOR API IMPLEMENTATION
- 5. IMPORTANT GUIDELINES
- 6. HIGHLIGHTS
- 7. TRAINING OPTIONS & ASSISTANCE





# PASSENGER DATA

## Advance Passenger Information (API)

Identity Information available in the Travel Document

Data collected by airlines and transmitted to Border Control Agencies



## Passenger Name Record (PNR)

- Declarative Information provided by the passenger to the carrier for the delivery of flight and associated services
- Used for Commercial and Operational Purposes



## 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.

```
*** 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
```

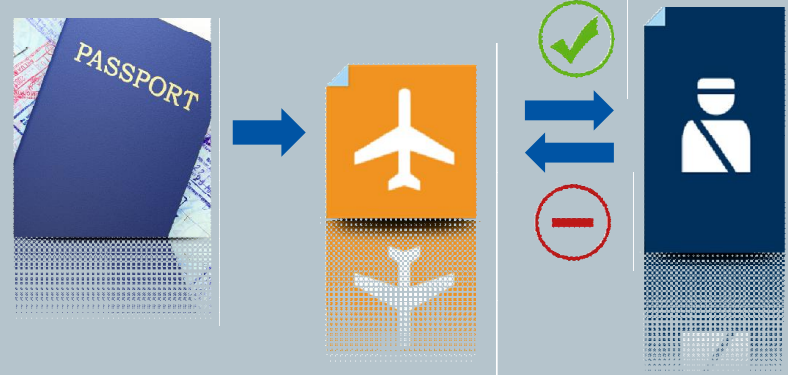


## BATCH API



Identity and Travel Document Data for **all passengers** on a particular flight sent in a batch, **after** flight closure.

## INTERACTIVE API



Real-time communication of API **per passenger** at the time of check-in (**before** flight closure).

Allows the authority to issue a Board / No Board advisory message.

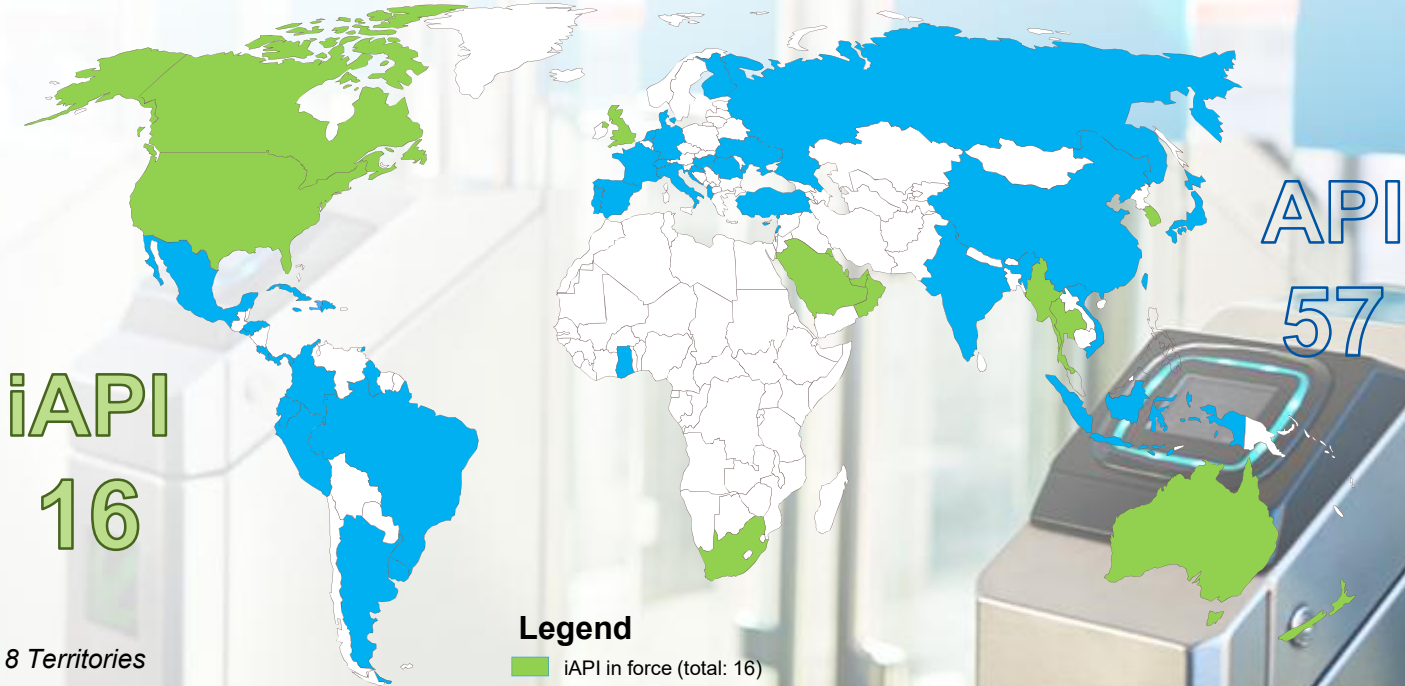


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# STATUS OF API



iAPI  
16

API  
57

**Legend**  
■ iAPI in force (total: 16)  
■ API in force (total: 57)

API: 49 UN States – 8 Territories  
iAPI: 15 UN States – 1 Territory

Source: IATA API PNR World Tracker

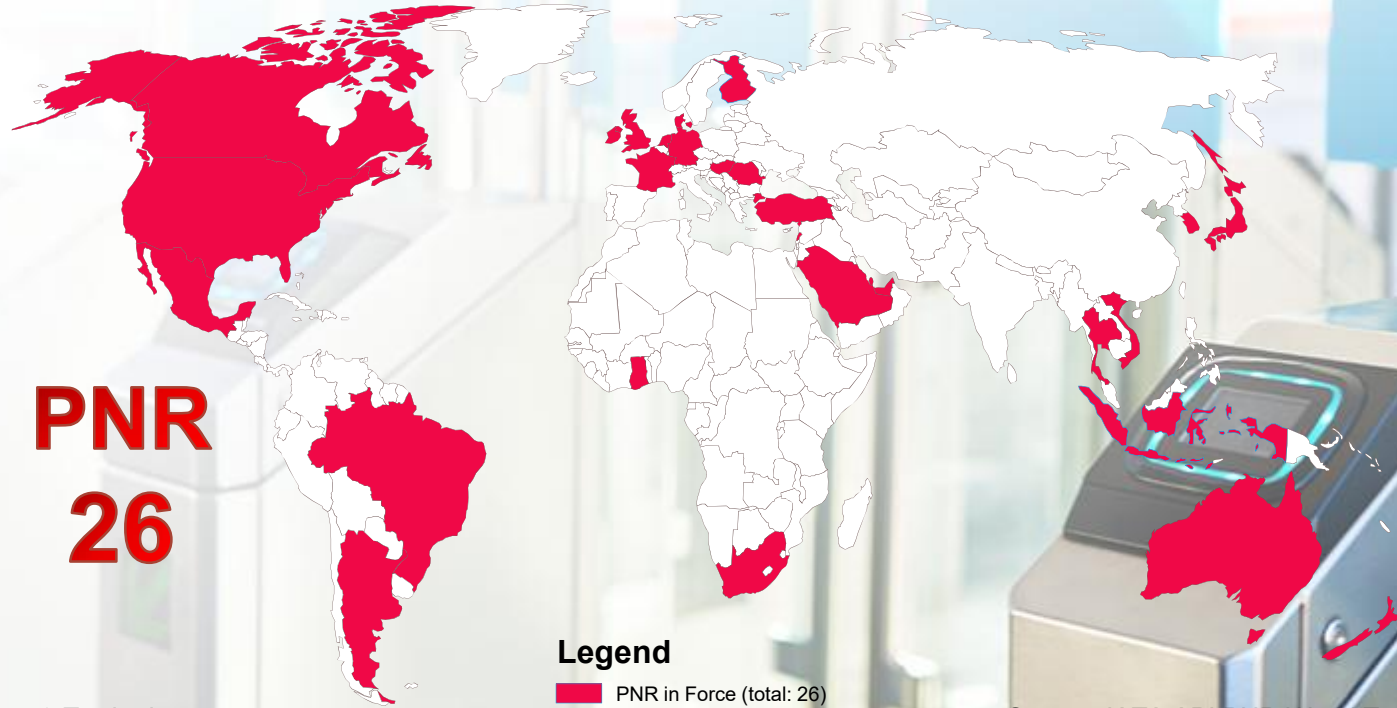


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# STATUS OF PNR



**PNR  
26**

### Legend

 PNR in Force (total: 26)

PNR: 24 UN States – 2 Territories

Source: IATA API PNR World Tracker



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## REGULATORY PERSPECTIVE

- UNSCR 2178 (2014) on Foreign Terrorist Fighters
  - Calling States to require API from airlines operating in their territories
- UNSCR 2309 (2016) on Aviation Security
  - Calling States to require API from airlines operating in their territories
- The UNSCR 2396 (2017)
  - Welcoming that API became an ICAO Standard
  - Deciding that States shall develop the capability to process PNR Data





## REGULATORY PERSPECTIVE

### ➤ ICAO Standards (Ref.:Annex 9)

- 9.5 Each contracting State shall establish an Advance Passenger Information (API) system.
- 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.





## THE 3 HIGH LEVEL PHASES OF API PROJECT

Phase 1

Phase 2

Phase 3





### Phase 1

Step	Description
Gather all relevant national agencies (stakeholders) to decide on API needs.	<p>Representatives from CAA , Customs , Immigration , Security , Airport , Airlines and others if need be.</p> <p>Meeting should decide on <b>API program scope</b> and who <b>the lead</b> authority will be . <b>Single Window</b> should be adopted centralizing all API transmission to different authorities.</p>
Decide on API scope	<p>This should include :</p> <ul style="list-style-type: none"><li>• Expected start <b>date</b>.</li><li>• <b>Type</b> of program ( batch or interactive )</li><li>• All airlines or specific airlines / Routes / Inbound / Outbound / Transfer / Transit / Passengers / Crew.</li></ul> <p>Data elements ( ICAO recommends Passport <b>Machine Readable Zone elements only</b> )</p> <p>Transmission mode ( ICAO recommends <b>UN-EDIFACT PAXLST</b> )</p> <p>Transmission <b>timings</b> and <b>frequency</b></p>





## 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	<ul style="list-style-type: none"><li>• Drafts to be shared with airlines and IATA for comments and suggestions.</li><li>• Final version to be distributed among the relevant stakeholders.</li></ul>



## Phase 3

Step	Description
Letters to Airlines	Letters to include : <ul style="list-style-type: none"><li>• The API program's technical specification.</li><li>• The address that the airlines will use to transmit the API messages.</li><li>• The testing and official start dates.</li><li>• Start date should be 3-6 months notice in the condition of fully compliance with ICAO .</li></ul>
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.



## 5. IMPORTANT GUIDELINES

- **ALIGNMENT & STANDARDIZATION:** Familiarize yourself with global standards.
- **COLLABORATION & COOPERATION:** Include stakeholders early & remain flexible
- **Approach foreign States** for any data protection issues (ex. EU GDPR...)
- Create a Passenger Data **SINGLE WINDOW** facility.
- **Check** that appropriate legislation is in place.
- **Seek assistance** from experts





## 6. HIGHLIGHTS

- Civil aviation should not be charged for any costs that would be incurred for more general security functions performed by States such as general policing, intelligence gathering and national security. **ICAO Doc 9082, Section II, 7, iv**
- 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
- Provide a Passenger Data Single Window facility.
- Provide the appropriate level on 24/7 continuous basis of operational and technical support.





## 7. TRAINING OPTIONS & ASSISTANCE

- Passenger Data Exchange Programs (API/PNR) (Classroom, 3 days)
- Management of Aviation Facilitation (Classroom, 5 days)







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Are available for any

**ASSISTANCE** and **EXPERTISE**

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THANK YOU