



FIRST JOINT ICAO/INTERPOL PASSENGER DATA EXCHANGE FORUM

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What is the PNRGov IATA (EDIFACT) Working Group

- ❖ **The Passenger Name Record (PNR) Working Group is an IATA working group consisting of participating states, commercial air carriers, service providers and airline associations.**
- ❖ **The working group is moderated/co-chaired by a secretary (IATA), an airline representative as well as a state/government representative; the chairs are voted in by the working group members for a term of 2 years.**
- ❖ **The Working Group meets twice per year, typically spring in Canada and fall in Europe.**
- ❖ **Membership is open and states/airlines and service providers are encouraged to join/participate if they are in the process of building or planning to implement a PNR Program in the future.**

What does the PNRGov Working Group Do?

- ❖ **Maintains the progressive standard (version control) beginning with version 10.1 (2010) and currently the latest approved standard version 18.1 (2019).**
- ❖ **Developed a work plan to discuss, track and resolve data quality issues, technical structure improvements and modernization of the international standard.**
- ❖ **Promotes a single standard to be used globally so that airlines aren't required to develop multiple standards and states won't need to support them (development and support should always be backward and forward compatible to reduce the potential of data loss).**
- ❖ **The final approval for changes, updates, corrections etc. must be vetted and approved by the WCO's change management process via the API/PNR Contact Committee (meets annually).**

What is the future state of the PNRGov working group?

- ❖ To continue to collaborate and engage with relevant stakeholders to update standards including the principles documents, implementation guides and code-sets.
- ❖ Promote the development of latest standards for new states implementing PNR programs in concert with International technical guidelines.
- ❖ Complete development of, and maintain the PNRGov XML standard (future state as XML is new version of the standard).
- ❖ Maintain cross consultations with other international working groups such as the Control Authorities WG (CAWG), API/PNR Contact Committee (WCO), PAXLST and other.

Tips for states considering implementing a PNR program:

- ❖ Reach out to IATA to get access to the Groups Working Page(s) including historical document(s), previous meeting agendas, implementation guides, principal documents, code-sets and more.
- ❖ Be clear about requirements for timing of date, and what is required to be pushed to states. This includes expectations (and considerations) for PNR data set(s) from both a provisional aspect (sent vs. not sent) as well as the quality of the useable PNR data ingested by states for the purpose of risk assessment. *Note – PNR is typically unverified data and commercial airlines are only able to provide the data that the passenger provided at the time of the booking (and any relevant updates/corrections etc.)
- ❖ Allocate plenty of time for systems development, communications/consultations with industry including pre-production testing and certification.
- ❖ Participate in the PNRGov virtual sessions as scheduled and in person meetings when permitted.

Data quality considerations for PNR

- ❖ Be clear about data expectations including a spreadsheet for airlines to identify what data they collect for the purposes of an airlines business.
- ❖ Validate transmission functions across all data elements with the understanding that not all PNR will be transmitted in the same capacity for each traveller.
- ❖ Consider the directional implication of the PNR Push including inbound, outbound and multiple push requirements (based on bi-lateral agreements).
- ❖ Clarify timing requirements, updates and history needs/verifications.
- ❖ Ensure that check's are in place to ensure PNR correlates with a travelers API data set.

What is the PAXLST (EDIFACT) Working Group?

- ❖ The PAXLST Working Group is an IATA working group that is similar in nature to the PNRGov working group (also meeting twice per year) consisting of participating states, commercial air carriers, service providers and airline associations.
- ❖ PAXLST is an international standard for the provision of API from commercial airlines to states (as bi-laterally agreed) to transmit both passenger API and crew API.
- ❖ The PAXLST standard is widely used for Interactive API (IAPI) Programs (05B or better) as well as states that require batch data pushes (pre-departure, outage/latency etc.).
- ❖ In the context of high priority response times (4 seconds or less industry wide) carriers and/or service providers require high priority queues for the data exchange.

What does the PAXLST Working Group DO?

- ❖ **Maintains the progressive standard (version control) beginning with version 02B and currently the latest approved standard version 13.1 (interactive).**
- ❖ **Developed a work plan to discuss, track and resolve data quality issues, technical structure improvements and modernization of the international standard.**
- ❖ **Promotes a single standard to be used globally for both interactive and batch methods of API data provision (as bilaterally agreed).**
- ❖ **The final approval for changes, updates, corrections etc. must be vetted and approved by the WCO's change management process via the API/PNR Contact Committee (meets annually).**

Importance of Data Quality for Advance Passenger Information (I-API)

- ❖ **API Accuracy is critical to a states ability to confirm traveller identity of and risk assess travellers.**
- ❖ **API data is used for interactive programs for both immigration and security purposes.**
- ❖ **API data must be accurate so it can be correlated with the travellers PNR (if applicable).**
- ❖ **The working groups are looking at expanding the PAXLST structure to cross pollenate DCS elements that could be included in PAXLST in the future (for instances where otherwise would have no data).**

**Questions
Thank you!**

John Simmons

Thank You

