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Security and Facilitation Benefits of Passenger Data Sharing

Reliance on the Overall Identification Management Framework

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IATA's mission is to represent, lead and serve the airline industry

IATA's 240 member airlines comprise 84% of global air traffic

IATA has adopted a new Strategy for Passenger Data and Border Control

1. Passenger Data Awareness Campaign (medium-term / proactive)

2. Targeted Response and Advocacy (short-term /re-active)

3. Forward Looking Strategy (long-term/strategic)

Passenger Data Awareness Campaign (medium-term / proactive

* **Coalition for Passenger Data Standardization.** This will include international organizations, regional associations and private entities with an interest in promoting global passenger data standards

* **Global Awareness Campaign.** Carried out with our Coalition partners, the Campaign will consist of regional forums, local training sessions and strong global communications explaining the necessity of standard regimes.

* **Strong Networks.** Since passenger data may be of interest to a range of government agencies, the Campaign will build contacts between Civil Aviation and Immigration, Customs, Police and Home Affairs/National Security in each State

Targeted Response and Advocacy (short-term / re-active)

* **Advocacy**. IATA will continue to respond on behalf of its members to national requests for passenger data, as this is one of our core functions.

* **Targeted Response.** However, we will prioritize where we focus our efforts and transparently communicate this to members.

* **Member Engagement.** The new Group of Specialists on Passenger Data will help IATA set priorities for advocacy and shape its positions

Forward Looking Strategy (long-term / strategic)

* **Rethinking Data Flows**. To establish innovative ways to collect, store and transmit passenger data. Passenger data standards and guidelines will also need to take into account the needs of aviation security.
* **Vision**. A group of airlines, regulators and data providers will develop a Vision and Guiding Principles for passenger data that is ambitious and addresses the needs of all stakeholder groups.
* **2020 Roadmap.** IATA and the Vision sub-group will develop a Roadmap with deliverables and timelines.

Challenges of Passenger Data transmission for the airlines

* Global Standards and Guidelines are often disregarded
* Multitude of agencies interested in data – airline industry needs a “single window”
* Data privacy constraints esp. for PNR
* Charges are emerging for data – this is not acceptable

A win-win: Benefits of standard passenger data exchange

* Ability to cope with rising traffic
* Cost control at time of budgetary constraints
* Speed of implementation and efficiency
* Data privacy
* Facilitation of passenger flows at airports

Some basic principles: API

* Require only data elements that are available in machine readable form in travel documents
* Require data in the accepted UN/EDIFACT PAXLST message format
* Require that API data for a specific flight (or individual passenger in respect of interactive API applications) be transmitted only one time.
* Limit the operational and administrative burdens on aircraft operators, while enhancing passenger facilitation
* Do not require a passenger manifest in paper form in addition to the API transmission.

Some basic principles: PNR

* Adopt the “PNRGOV” messaging
* Require that carriers transmit only that data which is collected for the carrier’s business purposes
* Limit the number of times that carriers must transmit PNR data to the extent practicable, and not more than 72 hours prior to departure
* Recognizing the potentially sensitive nature of some data that might be contained in passenger reservations, States should not require that airlines transmit data elements other than those specified in ICAO’s Document 9944 (*Guidelines on Passenger Name Record(PNR) Data, First Edition, 2010*)

What to do when you start

* Basic API-PNR training will be available shortly – for free
* Give yourself and the industry enough time
* Contact and involve ICAO or IATA (secfal@iata.org)
* Legislation > Technical specifications (both are needed)

THANK YOU

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