



# FIRST JOINT ICAO/INTERPOL PASSENGER DATA EXCHANGE FORUM

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Exchange

# Advance Passenger Information (API) – What is it?

## 01 Information about the passenger:

- Surname / Given Names
- Nationality
- Date of Birth
- Gender
- Official Travel Document Number
- Issuing State or Organization of the Official
- Travel Document Type
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## With accompanying service information:

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Scheduled Arrival Date

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Last Place / Port of Call of Aircraft

Place / Port of Aircraft's Initial Arrival

Subsequent Place / Port of Call within the country

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## 04 Transmitted to control authorities under legal requests:



# Advance Passenger Information (API) – How is it used?

**01 Transmitted by the carrier using electronic means to the requesting public authorities:**

A batch message is usually transmitted by the aircraft operator:

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## 03 API is screened against watchlists, searching for “hits” in databases thereby identifying wanted individuals or travel documents that are suspicious or associated with illegal intentions:

- Individuals wanted for arrest by law enforcement authorities
- Individuals known by law enforcement authorities for previous criminal behavior who should subject to additional checks upon entry
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**04 With advance notice of the intended arrival of these individuals the authorities responsible for border control operations can focus limited resources where they are most need, reduce the workload of officers at the border, and enable the faster processing of legitimate travellers**

# Advance Passenger Information (API) – International Standards and Guidance Materials

## 01 ICAO Chicago Convention on International Civil Aviation: **Annex 9 – Facilitation:**

- Standard 9.1
- Standard 9.5
- Standard 9.7
- Standard 9.8
- Standard 9.10

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The State shall establish a Passenger Data Single Window. A unique point of entry for aircraft operators to submit the required passenger data, API, iAPI and/or PNR data.

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The State shall not require aircraft operators to provide non-standard data elements as part of API messages.

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

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The State's API requirements shall be underpinned by an appropriate legal framework and be consistent with internationally recognized standards for API.

Those international standards:

- WCO/IATA/ICAO API Guidelines
- UN/EDIFACT PAXLST message standards and relevant implementation guides
- ICAO Doc 9303 Guidelines on Machine Readable Travel Documents

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The State's shall only require data elements that are available in the Machine Readable Zone of the travel document when specifying the identifying information on passengers to be transmitted.

# Interactive API (iAPI) – How is it different?

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04 **ICAO Annex 9 – Facilitation Standards and Recommended Practices relating to iAPI**

- Recommended Practice 9.16 — *Each Contracting State should consider the introduction of an interactive Advance Passenger Information (iAPI) system.*
- Recommended Practice 9.17 — *Contracting States seeking to implement an iAPI system should:*
  - a) *seek to minimize the impact on existing aircraft operator systems and technical infrastructure by consulting aircraft operators before development and implementation of an iAPI system;*
  - b) *work together with aircraft operators to develop iAPI systems that integrate into the aircraft operator's departure control interfaces; and*
  - c) *conform to the Guidelines on Advance Passenger Information (API) adopted by WCO/ICAO/IATA when requiring iAPI.*

# Passenger Data Single Window (PDSW)

- 01 **Annex 9 Standard 9.1** - Contracting States requiring the exchange of Advance Passenger Information (API)/interactive API (iAPI) and/or Passenger Name Record (PNR) data from aircraft operators shall create a Passenger Data Single Window facility for each data category, or both data categories combined, that allows parties involved to lodge standardized information with a common data transmission entry point to fulfil all related passenger and crew data requirements for that jurisdiction.

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- 04**
- Air carriers should only be required to transfer API data to one government agency which acts as the Passenger Data Single Window
  - Only one government agency should be responsible for carrier engagement, connectivity, relationship management and non-compliance
  - Once the State receives API data through the Passenger Data Single Window it must share it with all public authorities with a legal remit to make use of the data

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# Thank You

